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I. Introduction

Washington State's 2019-2022 Statewide Transportation Improvement Program (STIP) is a four-year, fiscally constrained prioritized multimodal transportation program of state, local, tribal, and public transportation (transit) projects, which includes highways, streets, roads, rail roads, transit-hubs, park-and-ride lots, bridges, sidewalks, bike lanes, ferry terminals, trails and safety projects funded with federal, state, tribal and local sources.

The STIP is compiled from local, metropolitan and regional transportation improvement programs (TIPs); projects are identified through state, metropolitan, regional, tribal and local planning processes. These projects are the highest priority for the available funding, to preserve and improve the state's transportation network and achieving the national goals established in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued in the Fixing America's Surface Transportation Act (FAST).

Projects in the STIP are organized in alphabetical order by MPO/RTPO and lead agency and are shown in a standardized format (*Appendix E: STIP Format & Project Listing*). Project information such as project phases including design (PE (preliminary engineering including environmental), planning activities only (PL), right of way (RW) and construction (CN) surface transportation projects and public transportation capital and operating projects.

Projects listed in the STIP are the only projects that can be authorized by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to utilize federal funds. Once projects are approved in the STIP, agencies may request federal fund authorization of the project. STIP programming generally occurs every year.

Finally, WSDOT must certify that the transportation planning process is addressing the major issues facing the state and its non-urbanized areas and is being conducted in accordance with all applicable requirements (*Appendix A: State Self-Certification Statement*).

II. Financial Plan and Resources

Regulation (23 CFR 450.218(m)) requires that the STIP present a financially constrained program of projects that will be implemented during a four-year period. To demonstrate the STIP is fiscally constrained, by the funding identified, the federal terminology of committed, available and/or reasonably available funds is used. The STIP is designed to document the total amount of funds (federal, state, tribal, local, etc.) programmed for each project by phase. Also, the STIP includes a project and the identified phase(s) of a project, only if full funding is anticipated to be reasonably available within the time period contemplated for completion and as documented in the Metropolitan Transportation Plan (MTP), etc. (*Appendix C: STIP Administration*). Accordingly, an investment level approach has been used for the second, third and fourth years of the STIP. The investment level is based upon the anticipated amount of funding available for the various sources.

Local agencies work through their metropolitan planning (MPO) or regional transportation planning organizations (RTPO) and county leads, as appropriate, to include projects into their TIPs and for inclusion in the STIP. Tribes work either with their MPO/RTPOs or directly with Washington State Department of Transportation (WSDOT) to include their projects in the STIP. The limited transportation resources, continues to emphasize the need for greater community involvement to maximize the programming investments that benefit our statewide system.

To ensure federal compliance of a four-year program of projects, WSDOT collaborated with the MPOs to shift the way pavement preservation projects are programmed in the STIP. WSDOT is providing a program of prioritized pavement preservation projects expected in each of the MPO areas for the next six years. This shift to programmatic projects in the STIP provides greater clarity to the public of WSDOTs expected pavement preservation projects in the pipeline. In addition, it provides opportunities for local communities to leverage and coordinate their nearby improvements. This approach also provides WSDOT the maximum flexibility to use available federal funding to expedite project delivery and quickly respond to emergent preservation and safety needs statewide.

It is difficult to completely accomplish a four year financially constrained program of projects in Washington, since WSDOT is limited by statute to a two-year capital construction program and local agency capital programs are adopted annually through their commissions and councils. However, financial constraint of the STIP is summarized in *Appendix B: Financial Feasibility Table*, to demonstrate the projects to be implemented are using current and/or reasonably available revenues, while facilities are being adequately operated and maintained. Details of each fund source are further described in Section VIII: Source of Funds.

State

State revenue is from numerous taxes, fees, permits, tolls, and other revenues. Washington's fuel taxes (gasoline, diesel, biodiesel, etc.) comprise the largest share of all transportation revenue. Licenses, permits and fee revenues comprise the second largest share of all transportation revenues. This revenue is related to motor vehicle registrations, weight fees, license plate replacement fees, title fees, and dealer permits. The remaining consists of ferry fares, toll revenue, driver related, and other transportation related revenue. This revenue reflects the usage of the ferries, toll facilities, vehicle sales and use taxes, rental car sales taxes, filing fees, etc. The Transportation Revenue Forecast Council adopted the September 2018 Transportation Revenue

Forecast and additional details are provided on the Office of Financial Management's (OFMs) web site at <https://www.ofm.wa.gov/budget/info/transportationrevenue.asp>.

State & Local Revenues (dollars in millions)	2019	2020	2021	2022
State	\$ 3,293	\$ 3,319	\$ 3,363	\$ 3,394
Cities/Counties	\$ 2,954	\$ 3,000	\$ 3,047	\$ 3,094
Transit	\$ 2,911	\$ 2,971	\$ 3,033	\$ 3,095
Sub-total	\$ 9,158	\$ 9,290	\$ 9,443	\$ 9,584
Total State Revenue (excluding bonds)	\$ 9,158	\$ 9,290	\$ 9,443	\$ 9,584

In order to sell bonds, the Washington State Legislature must enact a statute authorizing the sale of bonds for a specific purpose. This statute requires a 60% legislative majority vote or approval by the voters in a statewide referendum (e.g., Referendum 49). Before bond proceeds may be delivered, the Legislature must first appropriate expenditure authority and a request for the sale must be made to the State Finance Committee.

In Washington, bond proceeds are only used for capital purposes and are primarily issued as "double-barrel" bonds. They are general obligation bonds, meaning they are secured by the full faith and credit of the state and are secured by motor fuel taxes. Debt service on motor fuel tax general obligation bonds is paid from gas taxes. Debt service on toll-backed bonds is first payable from tolls, then motor fuel taxes. Rating agencies look at the state's financial health when assigning credit ratings to the motor fuel tax bonds.

The Washington State Legislature has also authorized WSDOT to sell Grant Anticipation Revenue Vehicles (GARVEEs) bonds. Reimbursement for GARVEEs comes from a pledge of future Title 23 Federal-aid funding.

Additionally, the State has entered into a loan agreement for the construction of the SR 520 Floating Bridge funded from USDOT's Transportation Infrastructure Finance and Innovation Act (TIFIA) program. The principal amount of the TIFIA Loan is \$300,000,000 (excluding any interest that is capitalized in accordance with the terms of the loan agreement). This is a 35-year loan, which is repaid through toll revenue.

Local

In addition, to the state revenues, local entities receive transportation funding as shown in the prior table. Funding is primarily from the property tax for roadway type projects and the sales tax for transit projects. Other sources of revenue for local transportation projects may include local vehicle registration fees, street use permits, mitigation fees, impact fees, local improvement districts (LID), transportation benefit district (TBD), general funds, parking fees, developer fees, etc. Cities and counties project revenue in the near-term by using various external forecasts like sales and property tax forecasts as well as prior trends of these revenue sources.

Federal

After state funds, the largest source of transportation revenue is federal funds. The federal revenue table below identifies the programmatic funds distributed to Washington State by FHWA and FTA based on Fixing America's Surface Transportation (FAST) Act. Federal funds reported in this forecast are based on federal fiscal year (FFY) 2019 that began on October 1st.

Federal Revenue based on Apportionment (dollars in millions)	2019	2020	2021	2022
Highway	\$ 747.03	\$ 656.45	\$ 773.25	\$ 780.70
Transit	\$ 19.22	\$ 19.63	\$ 19.75	\$ 19.88
Other (BIA, CDBG, etc.)	\$ -	\$ -	\$ -	\$ -
Total	\$ 766.3	\$ 676.1	\$ 793.0	\$ 800.6

Federal apportionment is a distribution of funds using a formula provided in law to states for obligation in an appropriation account. The distribution amounts are made available based on specified time periods, programs, activities, projects, objects, or combinations thereof. Obligation authority is a limitation placed on Federal-aid highway and highway safety construction programs to act as a ceiling on contracts that can be made within a specified time period. These limits are imposed in order to control the highway program spending in response to economic and budgetary conditions.

Financing Techniques

Toll Credit

Section 120(j) of Title 23 permits states to substitute certain previous toll-financed investments for state matching funds on current Federal-aid projects. It permits the non-Federal share of a project's cost to be met through a "soft match" of toll credits. The amount of toll credits earned by Washington State is based on the amount of toll revenues expended by its toll authorities for capital outlays to build or improve highways, bridges, or tunnels that serve interstate commerce. The Washington State Ferry System qualifies as a toll authority, and the ferry fare box revenues qualify for eligible toll credits, up to the amount of capital expenditures on Washington State Ferries in the respective year. Also, the expenditures on the Tacoma Narrows Bridge project qualify as eligible toll credit since the toll revenues will be used to pay the debt service for bonds issued for this project.

To qualify for the credit, the state's total non-federal capital expenditures must exceed the average of the three prior years. This is called the maintenance of effort (MOE) calculation. The MOE test is required at the time WSDOT certifies the credit amount with FHWA. Once a credit amount is approved by FHWA, this credit will remain available until used.

WSDOT uses toll credits on large, federally funded projects to free up state funds for use on smaller projects and to reduce the number of federally funded projects. Using toll credits as match on projects also allows limited state funds to be expended on activities not eligible for federal funding. WSDOT also utilizes a portion of the toll credits for local projects to maximize delivery of the local federal programs. The federal programs can include bridge, safety, federal earmarks or discretionary funds if the matching funds are not already available.

GARVEE

Grant Anticipation Revenue Vehicles (GARVEEs) enable the state to pay debt service and other bond-related expenses with future federal highway funds. The GARVEE financing mechanism generates up-front capital for major highway projects at generally tax-exempt rates and enables Washington State to construct a project earlier than if using traditional pay-as-you go federal funds. With projects in place sooner, costs are lower due to inflation savings, and the public realizes safety and economic benefits. By paying with future federal highway funds, the cost of the facility is spread over its useful life, rather than just the construction period.

A GARVEE is a debt-financing instrument authorized to receive federal reimbursement of debt service and related financing costs under Section 122 of Title 23, United States Code. GARVEEs can be issued by Washington State, a political subdivision of the state, or a public authority. Through this, Washington State can receive federal reimbursement for a wide array of debt-related costs incurred in connection with an eligible debt-financing instrument, such as a bond, note, certificate, mortgage, or lease. Reimbursable debt-related costs include interest payments, retirement of principal, and any other cost incidental to the sale of an eligible debt instrument.

In general, projects funded with the proceeds of a GARVEE debt instrument are subject to the same requirements as other federal projects with the exception of the reimbursement process. Instead of reimbursing construction costs as they are incurred, the reimbursement of GARVEE project costs occurs when debt service is due. For a GARVEE, the state may request partial conversion of advance construction project(s) to coincide with debt-service payments, allowing for effective use of obligation authority. Candidates for GARVEE financing are typically large projects (or programs of projects) that have the following characteristics:

- The costs of delay outweigh the costs of financing.
- Other borrowing approaches may not be feasible or are limited in capacity.
- The state is willing to reserve a portion of future year Federal-aid highway funds to satisfy debt-service requirements.

Advance Construction:

FHWA has implemented several fiscal management techniques that provide states additional flexibility in managing their obligation authority and cash flow, including advance construction (AC) and partial conversion of advance construction. The AC approach allows agencies to request and receive approval to construct a project in advance of the apportionment of federal-aid funds. This allows agencies to begin a project before accumulating all of the obligation authority needed to cover the federal share of the project. Using advanced construction, FHWA is asked to authorize the project without obligating federal funds. An agency will provide the up-front financing for the project and then at a later date “convert” the AC project to a regular federal-aid project by obligating the full federal share of the project costs when sufficient obligation authority is available. At the time of conversion, an agency can be reimbursed for the federal share of costs incurred up to the point of conversion. Partial conversion of AC is where the agency converts, obligates, and receives reimbursement for only a portion of its funding in a given year. This removes any requirement to wait until the full amount of obligation authority for the project is available. An agency can obligate varying amounts for the project’s eligible cost in each year; depending on how much of the state’s obligation authority is available. For GARVEE and TIFIA debt-financing instruments that will utilize advanced construction, the project description of the STIP will identify taking advantage of advanced construction.

A similar process is used for FTA projects called a 'Letter of No Prejudice'. This technique allows transit agencies to start their projects prior to receipt of funds.

TIFIA

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Many surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance.

The TIFIA credit program offers three distinct types of financial assistance designed to address the varying requirements of projects throughout their life cycles:

- Secured (direct) loan - Offers flexible repayment terms and provides combined construction and permanent financing of capital costs. Maximum term of 35 years from substantial completion. Repayments can start up to five years after substantial completion to allow time for facility construction and ramp-up.
- Loan guarantee - Provides full-faith-and-credit guarantees by the Federal Government and guarantees a borrower's repayments to non-Federal lender. Loan repayments to lender must commence no later than five years after substantial completion of project.
- Standby line of credit - Represents a secondary source of funding in the form of a contingent Federal loan to supplement project revenues, if needed, during the first 10 years of project operations, available up to 10 years after substantial completion of project.

III. Operations and Maintenance

Operations and maintenance are those expenses of labor, goods and services necessary for the provision of safe and responsive transportation facilities and services, but does not include special bonding, etc. for exceptionally large projects, such as, Sound Transit's match funding.

The statewide budget for operations and maintenance for each fiscal year in the 2019-2022 STIP is estimated as follows: 1) state highway system - \$865 million; 2) cities and counties local transportation system - \$1.3 billion; and 3) governmental transit systems - \$1.5 billion which also includes contracted services, administration and planning.

IV. Consistency with Long-Range Statewide & Metropolitan Transportation Plans

The projects in the STIP are consistent with the Washington Transportation Plan (WTP) Phase 2 – Implementation 2017-2040 and the twelve Washington State MPO metropolitan transportation plans (MTPs) as required in 23 CFR 450.218 (k).

The Washington Transportation Plan (WTP) Phase 2 – Implementation 2017-2040 is a blueprint for transportation investment in Washington State. The plan is built around the state transportation policy goals listed in RCW 47.04.280 (Economic Vitality, Preservation, Safety, Mobility, Environment, and Stewardship). The plan also addresses the planning factors spelled

out in federal rule, 23 CFR 450.206. The Statewide Long-range Transportation Plan is guided by a Steering Committee composed of WSDOT, the Washington State Transportation Commission, and a representative from the MPOs.

WSDOT adopted the Statewide Long-Range Transportation Plan April 30, 2018. This is an umbrella plan that will recommend policy-level actions for big, unresolved policy issues that rise to the statewide level. These issues are identified through public and stakeholder involvement, particularly through numerous consultations with the Steering Committee, Advisory Group, and WSDOT staff.

V. Performance Measures

The Federal Transportation Acts established performance measures to better align funding priorities with system performance and monitor and manage capital assets used for providing public transportation.

Federal Highway Administration

23 USC 150 states that performance management provides a means to the most efficient investment of federal transportation funds by (1) focusing on national transportation goals, and (2) improving project decision making through performance-based planning and programming.

WSDOT collaborated with Metropolitan Planning Organizations (MPOs) and other stakeholders to finalize targets for Safety, Bridges, Pavements, System Performance, Freight and Congestion Mitigation and Air Quality (CMAQ) that were submitted to the Federal Highway Administration (FHWA).

Safety

The stated goal for safety: *to achieve a significant reduction in traffic fatalities and serious injuries on all public roads*. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program regulations under 23 CFR 924 to set five performance targets. These five required performance targets use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million Vehicle Miles Traveled (VMT), (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

Washington State's *Target Zero* Strategic Highway Safety Plan (SHSP) is the basis for setting safety targets in Washington State. *Target Zero* (2016) set the goal of zero fatalities and serious injuries by 2030.

Metropolitan Planning Organizations (MPOs) are also required to establish the same five target areas with the state DOT for all public roads within 180 days of submittal of the state established targets. An MPO can agree to either support the State DOT targets or establish separate MPO numerical targets specific to the metropolitan planning area boundary.

Washington MPOs & WSDOT have agreed to plan and program projects to work towards and to achieve Washington safety targets that are reported to the Federal Highway Administration as part of WSDOT's Highway Safety Improvement Program annual submittal.

Pavement and Bridges

RCW 47.05 and the WSDOT's Highway System Plan set the direction for management of infrastructure condition in Washington State, which is to preserve pavements and bridges at lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades.

Local agencies manage approximately 31% of the non-Interstate NHS in Washington State. Using the [Target Setting Framework](#), WSDOT worked with MPOs to establish performance measures and communicate its pavement and bridge management practices, as well as what these practices mean in the context of the National Highway System (NHS). WSDOT has also communicated the annual average state facility needs for pavements and bridges within each MPO boundary. Further supporting asset performance and investments on the NHS; WSDOT Local Programs issued a call for projects specifically focused on asset management practices, for pavements on NHS roadways.

Washington MPOs & WSDOT have agreed to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515, the specific strategies for pavement and bridge preservation are documented in WSDOT's [Transportation Asset Management Plan](#), certified by FHWA in May 2018.

System Performance, Freight, and CMAQ

In 2018, Washington State MPOs and WSDOT set, adopted, and reported to FHWA statewide targets for the Highway System Performance, Freight, and Congestion Mitigation and Emissions performance measures. Washington State MPOs and WSDOT are working to improve the planning and programming process to more fully align funding decisions with performance targets.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations (RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers.

One such way WSDOT and its partner MPOs and RTPOs are working to make projects and programs that support achievement of performance targets clear to the legislature is through the Plan Alignment Work Group. A major focus of the group is to increase the consistency between regional plans and WSDOT's statewide plans. One of the ways this is done is to continue to compose and perfect the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system for MPOs and RTPOs as they update their transportation plans.

Another way WSDOT and its partners are assessing performance to achieve the performance targets is through the Regional Integrated Transportation Information System (RITIS) data tool. The state's financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision making processes.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described how those priorities would be invested and funded through FFY 2016–2020 National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into STIP and TIPs contributing to improving statewide freight performance on National Highway Freight Network.

Over the coming years WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

For more information on the performance measures, please visit *WSDOT's MAP-21 performance management* web site at <http://www.wsdot.wa.gov/accountability/map-21.htm>

The table on the following page shows the performance measures and targets for the state.

Performance Measure	2018 Target	2019 Target	2020 Target	2022 Target
Safety				
Number of fatalities	415.5	489.2		
Fatality rate per 100 million VMT	0.709	0.813		
Number of serious injuries	1788	1855		
Serious injury rate per 100 million vmt	3.058	3.068		
Number of non-motorized fatalities and non-motorized serious injuries	431.5	511.8		
Bridge				
Percent of NHS Bridges classified in poor condition (weighted by deck area)			10%	10%
Percent of NHS Bridges classified in good condition (weighted by deck area)			30%	30%
Pavement				
Percent of Interstate pavement on the NHS in good condition			N/A	30%
Percent of Interstate pavement on the NHS in poor condition			N/A	4%
Percent of non-interstate pavement on the NHS in good condition			45%	18%
Percent of non-interstate pavement on the NHS in poor condition			21%	5%
Highway System Performance (Congestion)				
Percent of person miles traveled on the Interstate System that are reliable			70%	68%
Percent of person miles traveled on the Non-Interstate NHS System that are reliable			N/A	61%
National Freight Movement Program				
Truck Travel Time Reliability (TTRR) Index			1.70	1.75
Congestion Mitigation & Air Quality Program				
Non-Single Occupancy Vehicle (SOV) travel in Seattle Urbanized are (NHS)			32.8%	33.2%
Peak hours of Excessive Delay per capita in Seattle urbanized area (NHS)			N/A	28
All Pollutants (kg/day)			366.285	658.300
Carbon Monoxide (CO) (kg/day)			309.000	309.060
Particulate Matter less than 10 microns (PM 10) (kg/day)			0.305	224.000
Particulate Matter less than 2.5 microns (PM 2.5) (kg/day)			2.100	8.700
Nitrogen Oxides (NOX) (kg/day)			54.880	116.540

Federal Transit Administration

The Federal Transit Administration (FTA) has delegated to WSDOT's Public Transportation Division (PTD) the duties for ensuring compliance with asset management within transit agencies.

WSDOT PTD, worked with the Washington State Transit Association Maintenance Committees to develop Transit Asset Management (TAM) State of Good Repair (SGR) criteria and established performance measures for each transit asset class based on SGR goals and performance targets. Staff developed a transit asset inventory system to assist agencies with inventory and to report their assets. Staff also developed tools to help agencies assess their asset condition so that they can set their asset SGR goals and performance measurements.

In order to provide better understanding of TAM planning and the development process and help transit agencies and public transportation providers to develop a TAM plan that complies with State RCW 36.57A191 and FTA 49 CFR 625 requirements, WSDOT PTD coordinated and collaborated with its partners to develop, "A Guide to Preparing Your Transit Asset Management Plan."

In January 2017, transit agencies established their agency's transit SGR goals, performance measures, and submitted to their respected MPO so that they can be included in MPOs' performance targets and measurements.

For more information regarding transit asset management, please visit *WSDOT's Asset Management* web site <http://www.wsdot.wa.gov/Transit/Grants/Plan.htm>.

The projects selected and programmed in the STIP are the highest priority for working towards and achieving the targets.

VI. Consultation & Selection Process

FAST emphasizes consultation during statewide, metropolitan and non-metropolitan planning. There are 12 Metropolitan Planning Organizations (MPOs) in Washington. Each provides a forum for local decision-making on metropolitan transportation issues.

Metropolitan planning, including metropolitan transportation improvement programs are coordinated with statewide planning and local land-use and economic development planning. MPOs annually self-certify that they meet all the federal metropolitan transportation planning requirements. Additionally, FHWA and FTA are required to formally review and verify the plans of each Transportation Management Area (TMA) at least every four years.

There are four TMAs in Washington and each selects projects in consultation with WSDOT. In non-TMA MPOs and in Regional Transportation Planning Organizations (RTPOs) projects are selected in cooperation with WSDOT. In addition, it is the practice in Washington State to provide federal funds to rural counties to prioritize and select transportation projects in their respective area in cooperation with WSDOT. The transportation needs of the rural counties are often much different from the needs of metropolitan areas. Rural counties frequently partner with the smaller local jurisdictions to meet the broader needs of the countywide transportation system.

WSDOT sub-allocates Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TA) funds annually to MPOs, RTPOs and county lead agencies. Projects are prioritized and selected in cooperation with WSDOT and member jurisdictions. This cooperative transportation decision-making process follows the respective public involvement plan to provide a forum for member jurisdictions and the public to discuss regional transportation issues to plan and program transportation improvements. For specific details of the regional transportation planning organizations selection and programming process, please visit their specific web site (*Appendix D: MPO/RTPO/WSDOT Directory*).

For Bridge, National Highway Performance Program and Highway Safety Improvement Program funds, projects are selected by WSDOT based on asset performance condition (pavement and bridge) and Target Zero (zero deaths and fatal crashes by 2030) priorities in combination with the performance and economic improvement created by the project (by using life cycle cost and/or benefit/cost analysis).

MPOs coordinate with WSDOT in developing transportation plans, and programs for the urbanized areas consistent with the long-range statewide transportation plan (Washington Transportation Plan (WTP) Phase 2 – Implementation 2017-2040). In addition to the requirement for MPOs to address the federal planning factors, future transportation plans will need to address the national performance goals. All transportation plans in Washington must also address the six transportation system policy goals in RCW 47.04.280.

This cooperative effort extends to Tribal Nations both through the WTP and through the regional process. In addition, WSDOT consults with Tribes on statewide planning through the Washington Indian Transportation Policy Advisory Committee (WITPAC). WITPAC is a forum for government-to-government consultation on policy and statewide issues of concern to Tribes. WSDOT also participates in meetings of the Tribal Transportation Planning Organization (TTPO). TTPO is a forum for tribes to take an active role in statewide transportation planning to discuss and participate in tribal transportation system needs and opportunities.

WSDOT further coordinates with Western Federal Lands (WFL) Highway Division as a participant on the Program Decision Committee. The committee also includes the County Road Administration Board (CRAB) and FHWA. The committee is responsible for selecting projects for the Federal Lands Access Program. The projects selected are from priority lists of projects located on a public highway, road, bridge, or trail system which is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government.

These efforts along with the lead agencies and tribal public authorities who receive the WFL and Tribal Transportation Program (TTP) funds are essential when providing the approved Tribal Transportation Improvement Programs (TTIPs) to be included into the STIP. Each year during STIP development, WSDOT coordinates with WFL Highway Division and the Office of Federal Lands Highway TTP Programs in obtaining the new WFL TIP and TTIPs .

Tribal DOT's may receive their TTP formula funds through the Bureau of Indian Affairs (BIA), FHWA or Office of Self Governance. Depending on what agency the Tribe is receiving funds through, determines the TIP process they follow. Once federal field offices review the TTIPs for consistency with 25 CFR 170.400, the TTIPs are forwarded to the Office of Federal Lands for final approval. The TTIPs are then grouped together according to States and sent to the FHWA

Division Offices upon request. The TTIP contains all TTP funded projects and eligible activities programmed in the next 4 years. The document is fiscally constrained and forwarded for approval to BIA/FHWA by Tribal resolution.

TTIP projects may also be listed separately as part of the coordination with the WSDOT, MPOs, RTPOs and county lead agencies and tribal nations. [WFL](#) and [TTIPs](#) are available separately on the STIP web page at: <https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm> .

STIP Training

STIP training is conducted based on the need across the state as a means to keep cities, counties, tribal nations, ports, transit agencies and other transportation partners abreast of any changes to/or new programming requirements. WSDOT also conducts training as requested or due to staff changes if needed. Participation in conferences such as the Annual Tribal Transportation Symposium, the fall and spring conferences of the American Public Works Association (APWA) and the quarterly MPO/RTPO Coordination meetings also provide an opportunity for continuous coordination and consultation with transportation partners, including FHWA and FTA.

VII. Community Engagement

Community engagement is an integral part of the planning process at all levels. WSDOT encourages community engagement throughout the entire STIP process and is continuously looking for additional opportunities and innovative ways to engage the public.

Local agencies are required to develop and adopt six-year transportation programs. All local agencies are required to hold at least one public hearing during the development of the six-year transportation program. Local agencies work through their metropolitan planning or regional transportation planning organizations and county lead agency as appropriate to include projects into their Transportation Improvement Programs (TIPs) and the STIP. Agencies submitting projects to the TIPs for project selection conduct public involvement. In addition, the Governor's Office and the state legislature seek public involvement during all phases of the biennial budget development and approval process.

Tribal Nations are required by federal law to develop a Long Range Transportation Plan and TTIP. The BIA or the Tribal Nation, under locally acceptable practices must solicit public involvement in the development of the long range plan and the TTIP. .

In metropolitan areas, each MPO develops a federally required Metropolitan Transportation Plan (MTP) and a Metropolitan Transportation Improvement Program (MTIP). Before a project is included in the MTIP, projects are presented publicly and the community is provided opportunity to participate as per the MPO's public participation process.

RTPOs also develop a regional transportation plan (RTP) and a six-year transportation improvement program (RTIP). Based upon agreed procedures, county lead agencies, rural cities, tribes, transit providers and the state can submit federally funded and regionally significant projects directly to WSDOT for inclusion in the STIP or to the RTPOs. Before a project is included in a RTIP, projects are presented publicly and the community is provided opportunity to participate as per the RTPO's public participation process.

The public involvement process for the STIP is as follows:

- Each local agency holds a public hearing on their six-year transportation program.
- Each MPO/RTPO holds a public meeting and/or public forum in August or September of each year. This provides the public with an opportunity to review and comment on the transportation improvement program within the region. The meetings are coordinated with all of the member jurisdictions within the region. For additional information, contact your respective planning organization.
- The Governor's Office and the state legislature seek public involvement during all phases of the biennial and supplemental budget development and approval process.
- WFL seeks public involvement during the development of the WFL TIP.
- Tribal Nations or BIA seeks public involvement during the development of the TTIPs.
- A "draft" STIP is available for public review and comment on WSDOT's website in November. As comments are provided during the 30-day STIP public review and comment period, WSDOT works with the MPOs, RTPOs, county lead agencies and rural cities to support and clarify any concerns and ensure the public participation processes at the local, regional and state level are followed and issues addressed. Requests for materials in alternative formats are considered as received and are provided where reasonable and appropriate, consistent with WSDOT's Title VI and limited English proficiency plans. Written comments will be accepted at any time during the comment period and may be submitted in person, by fax, by mail or by e-mail. WSDOT provides a log of comments received and the actions taken as part of the STIP submittal to FHWA and FTA in December.
- After approval by FHWA and FTA, a searchable database of the STIP is created and posted on WSDOT's website. In addition, a copy of the approved STIP is available at the state library.

See also WSDOT's Community Engagement Plan at <https://www.wsdot.wa.gov/planning/> and Chapter 12 of the Local Agency Guidelines (LAG) at <https://www.wsdot.wa.gov/localprograms/>.

VIII. STIP Management

The STIP is a dynamic document in Washington due to the various budget cycles for the corresponding lead agencies and the selection cycles of the various state and regional transportation agencies. After FHWA and FTA initially approve the STIP in January, there is often a need to make changes to the STIP to ensure project delivery of the federal program.

FAST requires a project selection process that "selects" the projects for implementation from the STIP. All projects in the STIP are deemed selected for implementation. WSDOT is responsible for the statewide coordination of the STIP. Once local agency projects are programmed, WSDOT manages the local portion of the federal highway funds based on priorities set by the MPO, RTPO, and county lead selections on a first-come, first-serve basis as applicable. WSDOT manages their portion of the federal highway funds based on a biennial program of projects. This assures that all federal funds are utilized in a timely manner. For example, if a local agency project in Year One cannot be built according to schedule because of right-of-way problems, then a second or third year project could move forward.

MPOs are responsible for the management of their Metropolitan Transportation Improvement Programs (MTIPs) (i.e., their regional portion of the STIP). The regional procedures allow any federal project included in the STIP to be advanced or delayed without a STIP amendment

contingent upon the financial balance being maintained for each fiscal year. With the uncertainty at the federal level and multiple fiscal controls at the state level, it is imperative that WSDOT have the flexibility to deliver the federal program in the most effective and efficient manner.

STIP Amendments & Administrative Modifications

When a change to the STIP is necessary, the MPO and WSDOT determine if the change is classified as either an amendment or administrative modification (23 CFR 450.104). WSDOT establishes a STIP amendment schedule annually that identifies the monthly deadline for submitting changes to the STIP. This schedule allows the various entities to work through their internal processes and approvals required for amending the STIP. The amendment schedule is available on the web site at <https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm>

An amendment is a major revision to a project included in the STIP, such as adding or deleting a project to the STIP, major change in project scope, any change requiring a new regional air quality conformity finding etc.

An administrative modification is a minor revision to a project included in the STIP, such as minor changes to project/project phase initiation dates, minor change in project scope, lead agency change, etc., which do not require federal approval. Therefore, administrative modifications are posted to the web site after processing by WSDOT, and provided to FHWA and FTA as informational twice a year.

Approval of a STIP amendment at the state and federal level is dependent upon public involvement and continued financial constraint of the STIP. After review and concurrence by WSDOT, the amendment is submitted to FHWA and FTA for approval and is available for public review and comment on WSDOT's website concurrently for 10 calendar days. WSDOT notifies MPOs, RTPOs and others on the status of STIP amendments and are available on the web site after approval at <https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm> . For more information, see Appendix C: STIP Administration.

Transfers between Title 23 Programs

As amended by 23 U.S.C. 126, Uniform Transferability of Federal-aid Highway Funds, allows up to 50% of the amount apportioned for the fiscal year to be transferred between the core formula programs. WSDOT considers transfers when developing and delivering the federal program. Transferring apportionment allows WSDOT and local agencies the maximum flexibility to proceed with projects to deliver the federal program that are expected by the Legislature and the state's citizenry.

Transfers between FHWA and FTA

As amended by 23 U.S.C. 104(k)(1) provides that Title 23 funds made available for transit projects or for transportation planning may be transferred to FTA and administered under the provisions of chapter 53 of title 49, United States Code. Similarly, 23 U.S.C. 104(k)(2) provides that chapter 53, title 49 funds made available for highway projects or transportation planning may be transferred to and administered by FHWA. Projects must be programmed in the STIP in order to transfer funds. Transferring projects between federal agencies (FTA, BIA, WFL etc.) are restricted to only transferring funds for projects programmed in the first year.

Grouped Projects

The provisions of 23 USC 135(g)4(c)ii allows the state to combine non-regionally significant and environmentally neutral projects, previously listed as individual projects in the MPO TIPs, into statewide grouped projects or ‘buckets’ by funding source. This allows the state more efficient management of the STIP.

Projects that are exempt from the National Environmental Policy Act (NEPA), known as categorically exempt (CE or DCE) and non-regionally significant can be grouped by source of funds. All others are listed individually. Some projects may be programmed individually in the MTIPs and local government TIPs. Only the grouping name (fund source) and the amount of funds budgeted for the category will be shown.

When a project is no longer eligible for a grouping, (example - if the environmental status changes from CE or DCE to an environmental assessment (EA)) the state will process a STIP amendment, moving the project out of the grouping to display the individual project in the STIP. The following grouped projects are included in the 2019 STIP:

Asphalt/Chip Seal Preservation/Concrete Roadway Preservation – Grouping by MPO/RTPO of planned pavement preservation projects for state highways and freeways where the pavement condition rating is projected to drop below the acceptable pavement adopted performance standards. Each group’s funding allocation is determined first by summing the federal funding cost by year for the expected pavement preservation projects in the first four years of WSDOT’s six-year plan. Then the federal cost per year for the expected pavement preservation projects within each MPO’s/RTPO’s boundaries is used to calculate each MPO’s/RTPO’s percentage of the total federal funding cost (for project limits that cross MPO/RTPO boundaries, the federal cost is pro-rated). This calculated percentage is then applied to the constrained pavement preservation federal funding available for each year to determine each MPO/RTPO group’s funding allocation in the STIP. The individual pavement preservation projects supporting these groups can be found by using the Programmatic Projects in STIP search Tab at <https://www.wsdot.wa.gov/projects/>. The prioritized project list supporting this search function is updated once a year based on the annual update of WSDOT’s six-year plan. However, since project delivery assumptions can change (e.g., cost increases/decreases and project schedules accelerated/delayed), the most current status of an individual pavement preservation project can be determined by using the Project Delivery Status search Tab which is updated monthly.

Bridge Condition Inspection – This group is for bridge condition inspections, which also includes system management for the Washington State Bridge Inventory System (WSBIS), bridge preservation, major bridge inspection and bridge load rating.

Bridge Scour Evaluation and Repair – This group is for statewide scour evaluation and repair.

Sign Support Inspection – This group is for statewide sign support inspection.

Statewide Bridge Management – This group is for statewide bridge management.

For actual project listings, contact WSDOT’s Capital Program Development and Management Office at (360) 705-7108, or the MPO for the individual projects.

FTA Section 5310 – This group contains projects serving the needs of the elderly and persons with disabilities primarily through private, nonprofit organizations and transit agencies in small urban and rural areas. Projects include program administration, operating assistance, mobility management, purchases of passenger vehicles and related equipment. Project administration is through the state consolidated grant program.

FTA Section 5311 – This group contains projects serving the public transportation needs of rural communities. Projects include program administration; purchases of passenger vehicles; a 15% apportionment for intercity bus program projects; operating assistance projects; and Rural Transit Assistance Program (RTAP) technical assistance. Project administration is through the state consolidated grant program.

FTA Section 5339 - Bus and Bus Facilities Formula Program - This program provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities in rural and small urban areas. Project administration for the statewide apportionment is through WSDOT. Projects and funding distribution are determined through a competitive application process. Priority is given to projects in rural areas.

For a list of transit projects, contact WSDOT's Public Transportation Division at (360) 705-7922.

IX. Source of Funds

The following are descriptions of fund sources that have been identified through the federal transportation acts and through state legislative action for transportation projects in Washington.

Federal

The following are descriptions of fund sources identified in FAST, however, some of these fund sources have been revised or discontinued with the new act.

Bridge (BR): The Local Bridge Program provides assistance for eligible bridges on public roads. The state prioritizes and programs state and local bridges for funding. Due to the federal bridge program discontinuation, local bridge projects are funded by NHPP and STBG. Maybe reflected in STIP under STP(BR).

Congestion Mitigation and Air Quality (CMAQ): The CMAQ category addresses congestion mitigation and air quality improvement in non-attainment and/or maintenance areas of the state. Funds are distributed to non-attainment and maintenance areas based on their population and the severity of air quality non-attainment. The MPO prioritizes and programs projects for funding.

Ferry Boat Program (FBP): Provides funding for the construction of ferryboats and ferry terminal facilities, based on a nationwide formula. The FAST Act modified the formula, giving greater weight to the number of passengers carried by ferry systems

National Highway Performance Program (NHPP): Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. Provides funding for projects including:

construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges, including bridges on a non-NHS Federal-aid highway (If Interstate System and NHS Bridge Condition provision requirements are satisfied), or operational improvement of segments of the National Highway System. The enhanced National Highway System (NHS) is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, all principal arterials (including some not previously designated as part of the NHS) and border crossings on those routes, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, and the network of highways important to U.S. strategic defense (STRAHNET) and its connectors to major military installations.

Surface Transportation Block Grant (STBG): This program provides flexible funding that may be used by WSDOT and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBG program includes sub-allocated funds based on population and flexible funds for use anywhere. STBG funds are divided into the following categories:

- Regional STP (STP(UL), STP(US), STP(R), etc.): MPOs and county lead agencies are allocated STBG funds for prioritization and selection. The allocations are based on population areas as follows:
 - STP(UL) - Urban Large - Urbanized areas greater than 200,000
 - STP(US) - Urban Small - Areas greater than 5,000 but no more than 200,000
 - STP(R) - Rural - Areas of 5,000 or less
 - And for use anywhere in the state
 - WSDOT's STP (STP): A portion of the STBG funds that can be used anywhere, are for state highway system preservation and interstate reconstruction. WSDOT prioritizes and programs these projects.

National Highway Freight Program (NHFP): Established by the FAST Act to improve the efficient movement of freight on US highways that are part of the National Highway Freight Network (NHFN). The program provides funding in support of the following goals:

- Invest in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce cost of freight transportation, improve reliability, and increase productivity.
- Improve the safety, security, efficiency and resiliency of freight transportation in rural and urban areas.
- Improve the state of good repair of the NHFN.
- Using advanced technology and innovation, improve NHFN safety, efficiency, and reliability.
- Improve efficiency and productivity of the NHFN.
- Improve state flexibility to support multi-state corridor planning and address highway freight connectivity.
- Reduce environmental impacts of freight movement on the NHFN.

Transportation Alternatives (TAP): This program is a set-aside of STBG funds. Provides funding for programs and projects defined as transportation alternatives, including on and off road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to

public transportation and enhanced mobility, community improvement activities, environmental mitigation and safe routes to school projects. A set-aside for the Recreational Trails Program is provided.

MPOs and RTPOs are allocated TAP funds for prioritization and selection. The allocations are based on population areas as follows:

- TAP(UL) - Urban Large - Urbanized areas greater than 200,000
- TAP(US) - Urban Small - Areas greater than 5,000 but no more than 200,000
- TAP(R) – Rural - Areas of 5,000 or less
- And for use anywhere in the state.
- Safe Routes to Schools (TAP(SR)): The planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail within two-miles of K-12 schools that will substantially improve the ability of students to walk and bicycle to school. Also, may include activities to encourage walking and bicycling to school. The state prioritizes and programs safe routes to school projects for funding.

Due to the discontinuation of the Transportation Enhancement Program, these projects are funded by Transportation Alternatives. Maybe reflected in the STIP as STP(E).

Highway Infrastructure Program (HIP): The 2018 Omnibus bill provided additional funds apportioned as the STBG program (23 CFR 133(d)) for road and bridge projects. These funds must be obligated by September 30, 2021, or they lapse.

- Eligible activities – only construction of highways, bridges and tunnels per 23 USC 133 (b)(1)(A). Construction includes design and right of way that directly relates to the construction of the roadway project. (23 USC (a)(4)) HIP funds are not eligible to be utilized on:
 - Rural minor collectors or local access,
 - Transportation alternatives, ferries, transit, etc.
 - Transportation planning and studies.
- Regional HIP (HIP(UL), HIP(US), HIP(R), etc.): MPOs and county lead agencies are allocated HIP funds for prioritization and selection. The allocations are based on population areas as follows:
 - HIP(UL) - Urban Large - Urbanized areas greater than 200,000
 - HIP(US) - Urban Small - Areas greater than 5,000 but no more than 200,000
 - HIP(R) – Rural - Areas of 5,000 or less
 - HIP: WSDOT projects. WSDOT prioritizes and programs these projects.

Highway Safety Improvement Program (HSIP): In FAST the objective of the core safety program continues to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. These funds are made available to all state and local agencies and tribal nations within Washington and can be applied to all public roadways. The state prioritizes and programs state and local projects based upon the Strategic Highway Safety plan approved by the Governor in 2006 and updated in 2016, called Target Zero. This program has a set-aside for the railway/highway crossing program.

- Safe Routes to Schools (HSIP(SR)): The planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail within two-miles of K-12 schools that will substantially improve the ability of students to walk and bicycle to school. Also, may include activities to encourage walking

and bicycling to school. The state prioritizes and programs safe routes to schools projects for funding.

Coordinated Border Infrastructure (CBI): This program is to improve the safe movement of people and goods at or across the land border between the United States and Canada and the border between the United States and Mexico. WSDOT prioritizes and programs these projects. Discontinued.

Demonstration Projects (DEMO): Demonstration projects are identified through appropriation bills approved by Congress.

High Priority Projects (DEMO): The High Priority Projects program provides designated funding for specific projects identified by Congress in 23 U.S.C. 117. The designated funding can only be used for the project as described in the law, [1601(a)]. Discontinued.

TIFIA - The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance.

FTA Section 5307 – Urbanized Area Formula Grants: These funds are apportioned by a formula to each urbanized area, and are available for planning, capital and operating assistance. Where they exist, the transportation management area (TMA) and the designated recipient determine the programming of these funds. WSDOT is the designated recipient for the Asotin, Bellingham, Longview, Mount Vernon, Olympia, Walla Walla, Wenatchee and Yakima urbanized areas. Job Access and Reverse Commute (JARC) program activities, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula Program; this includes operating assistance with a 50 percent local match for job access and reverse commute activities. In addition, the urbanized area formula for distributing funds now includes the number of low-income individuals as a factor.

FTA Section 5307(h) – Passenger Ferry Grant Discretionary Program - provides competitive funding for projects that support passenger ferry systems in urbanized areas. These funds constitute a core investment in the enhancement and revitalization of public ferry systems in the Nation’s urbanized areas. Funds are awarded based on factors such as the age and condition of existing ferryboats, terminals and related infrastructure; benefits to riders, such as increased reliability; project readiness; and connectivity to other modes of transportation

FTA Section 5309 Capital Investment Grants: This discretionary program provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are four categories of eligible projects under the CIG program: New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects.

FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Projects selected for funding must be included in a locally developed, coordinated Public Transit-Human Service Transportation Plan and included in the

RTPO program in their respective area. WSDOT administers the small urban and rural funds through a competitive grant program and programs Section 5310 projects in a statewide grouping in the STIP. Funds apportioned to large urbanized areas are programmed by the respective MPO. In the case of the Seattle Urbanized area, WSDOT administers the funds on behalf of the Puget Sound Regional Council.

FTA Section 5311 – Rural Area Formula Grants: These formula funds are apportioned to each state, and eligible activities include planning, Rural Transit Assistance Program (RTAP), intercity bus programs, state administration, and both capital and operating assistance. WSDOT administers these funds through a competitive grant program serving the general public in rural areas of the state and programs all Section 5311 projects in a statewide grouping in the STIP. In addition, the formula now includes the number of low-income individuals as a factor.

FTA Section 5312 - Research, Development, Demonstration, and Deployment Projects: To support research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes; carry out related endeavors; and to support the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality.

FTA Section 5329 - Transit Safety & Oversight: This new program will establish and enforce a new comprehensive framework to oversee the safety of public transportation as it pertains to heavy rail (other than carriers subject to FRA regulations), light rail, buses, ferries, and streetcars. The law also includes important new safety provisions for bus-only operators.

FTA Section 5337 - State of Good Repair: This program is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Under this law, grantees will be required to establish and use an asset management system to develop capital asset inventories and condition assessments, and report on the condition of their system as a whole.

FTA Section 5339 - Bus and Bus Facilities: This program provides funding through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Formula funds in urbanized areas are programmed by the recipient. WSDOT administers the statewide portion of the funds through a competitive process with priority given to projects serving rural areas. The statewide funds are programmed by WSDOT in a statewide grouping in the STIP.

FTA Section 5339(b) – Bus and Bus Facilities Discretionary Program: Provides funding through a competitive allocation process to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations. Funds are programmed by the recipient.

FTA Section 5339(c) – Low or No-Emission Vehicle Program: The Low or No Emission Competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition,

construction, and leasing of required supporting facilities. Under the FAST Act, \$55 million per year is available until fiscal year 2020. Funds are programmed by the recipient.

Federal Lands and Tribal Transportation Programs: FAST continues to acknowledge the importance of access to federal and tribal lands and creates a unified program for Federal lands transportation facilities, Federal lands access transportation facilities, and tribal transportation facilities.

- Tribal Transportation Program (TTP): Funds projects that improve access to and within Tribal lands. This program adds new set asides for tribal bridge projects and tribal safety projects. Maybe reflected in STIP as IRR.
- Federal Lands Transportation Program (WFL): Funds projects that improve access within the Federal estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. This program combines the former Park Roads and Refuge Roads programs, and adds three new Federal land management agency (FLMA) partners.
- Federal Lands Access Program (WFL): Funds projects that improve access to the Federal estate on infrastructure owned by States and local governments. Replacing and expanding the Forest Highways program, projects providing access to any Federal lands are eligible for this new comprehensive program.

Department of Defense (DOD): Transportation projects are sometimes funded through Department of Defense rather than FHWA.

Community Development Block Grant (CDBG): CDBG program funds are primarily for low and moderate-income communities, to partially pay for projects advocating for the interests of a low-income neighborhood, such as providing new street infrastructure and supporting neighborhood revitalization. These grants are awarded through Washington State Department of Commerce.

Discretionary: All other unidentified federal fund sources.

State

Washington State Department of Transportation (WSDOT): Funding provided by WSDOT to local agencies. These funds can be from the Transportation Budget, Public Transportations' Consolidated Grant Program, the Regional Mobility Program, or from other WSDOT administered state grant programs. (See below for Safe Routes to Schools (SRTS) and Pedestrian/Bike Program).

Transportation Improvement Board (TIB): An independent state agency that provides state funding through a share of the statewide gas tax, for street construction and maintenance to cities and counties.

- Urban Arterial Program (UAP): funds roadway projects that improve safety and mobility.
- Urban Corridor Program (UCP): funds roadway projects with multiple funding partners that expand capacity.
- Sidewalk Program (SP): funds sidewalk projects that improve safety and connectivity.
- Small City Arterial Program (SCAP): funds small city (under 5,000 population) projects that improve safety and roadway conditions.

- Small City Preservation Program (SCPP): funds small city (under 5,000 population) projects for rehabilitation and in some cases partners with WSDOT or county paving projects.

Connecting Washington Account (CWA): 2015 CWA package is a \$16 billion investment over the next 16 years that includes state and local projects.

County Road Administration Board (CRAB): An independent state agency that provides state funding through a share of the statewide gas tax, for county roadway projects and the county owned ferry system.

- Rural Arterial Program (RAP): funds improvements on the county existing rural arterial road network.
- County Arterial Preservation Program (CAPP): funds pavement preservation projects of a county's existing paved arterial road network.
- The County Ferry Capital Improvement Program (CFCIP): offers financial assistance for major capital improvements to the four county-operated ferry systems.

Public Works Trust Fund (PWTF): A low-interest loan program for local governments to fund needed infrastructure improvements, administered by the Public Works Board by the Washington State Department of Commerce.

Freight Mobility Strategic Investment Board (FMSIB): An independent state agency that provides state funds for freight mobility and freight mitigation projects along strategic freight corridors.

Pedestrian and Bicycle Program (Ped/Bike): This program's objective is to improve the transportation system to enhance safety and mobility for people who chose to walk or bike. The state prioritizes and programs projects.

Safe Routes to School (SRTS): This program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects within two-miles of K-12 schools that will improve safety, and reduce traffic, fuel consumption and air pollution in the vicinity of schools. The state prioritizes and programs projects.

Other State Funding Sources (OTHER): All other unidentified state fund sources.

X. Annual Obligation List

WSDOT, in coordination with the twelve MPOs, provides an annual listing of projects obligated in the previous calendar year, to assist in the annual reporting requirements identified in 23 CFR Part 450.334 and 49 CFR part 613. CY 2018 obligations will be available on the individual MPO websites by April 1, 2019.