

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 the [Infrastructure Investment & Jobs Act \(IIJA\)/Bipartisan Infrastructure Law \(BIL\)](#), as well as, funds sources from prior federal transportation acts that have been revised or discontinued.

Bridge (BR): The Local Bridge Program provides funding for eligible bridges on public roads. The state prioritizes and programs state and local bridges for funding. IIJA/BIL established the Bridge Formula Program (BFP) that is funded as part of the Highway Infrastructure Program (HIP). In addition, the Local Bridge program includes funding from the National Highway Performance Program (NHPP) and the Surface Transportation Block Grant (STBG) programs.

Carbon Reduction Program (CRP) – This program is to reduce transportation emissions through the development of carbon reduction strategies and funds projects that support the reduction of transportation emissions. Requires WSDOT, in consultation with MPOs to develop a carbon reduction strategy by November 15, 2023, for approval by FHWA.

- Regional CRP (CRP(UL), CRP(UM), CRP(US), CRP(R), etc.): MPOs are allocated CRP funds for prioritization and selection. The allocations are based on population areas as follows:
 - CRP(UL) - Urbanized areas greater than 200,000 population.
 - CRP(UM) – Urbanized areas between 50,000 and 200,000 population.
 - CRP(US) – Urbanized areas between 5,000 and 49,999 population.
 - CRP(R) - Areas of 5,000 or less population.
 - CRP - The portion of the CRP funds that can be used anywhere. WSDOT prioritizes and programs these projects.

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.

Congestion Mitigation and Air Quality (CMAQ): The CMAQ program addresses congestion mitigation and air quality improvements in non-attainment and/or maintenance areas of the state. Funds are allocated 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.

Demonstration Projects (DEMO): Demonstration projects are identified through appropriation bills approved by Congress including Congressionally Directed Spending earmarks.

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

Discretionary: All other unidentified federal fund sources such as awards from Federal Railroad Administration's (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI), Railroad Crossing Elimination grants, National Oceanic and Atmospheric Administration (NOAA) grants, along with other Federal Highway Administration (FHWA) discretionary awards such as Advanced Transportation/Congestion Management Technologies Deployment (ATCMD), Bridge Investment Program, Charging & Fueling Infrastructure Grant Program, International Mobility and Trade Corridor Program Award, National Culvert Removal, Replacement and Restoration Grant Program (Culvert Aquatic Organism Passage (AOP) Program, PROTECT Discretionary Program, Reconnecting Communities & Neighborhoods Grant Program, Reconnecting Communities Pilot Grant Award, Safe Streets for All Grant Program, Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program, etc.

Ferry Boat Program (FBP): Provides funding for the construction of ferry boats and ferry terminal facilities (including ferry maintenance facilities), whether toll or free, and the procurement of transit vehicles used exclusively as an integral part of an intermodal ferry trip, in accordance with Title 23, United States Code (U.S.C.), Sections 129(c) and 147 and may pay the operating costs of the eligible entity. Funds are distributed based on a nationwide formula.

Highway Safety Improvement Program (HSIP): 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 2019, called Target Zero. Includes funding for the Railway/Highway Crossing Program.

Infrastructure For Rebuilding America (INFRA): Awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

National Electric Vehicle Infrastructure Formula Program (NEVI): This program provides funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Eligible uses are the acquisition and installation of electric vehicle charging infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access, and reliability; proper operation and maintenance of electric vehicle charging infrastructure; data sharing about electric vehicle charging infrastructure to ensure the long-term success of investments.

National Highway Freight Program (NHFP): This program provides funding 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.

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.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) - This program is to support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Funds may be used to conduct resilience planning, strengthen, and protect evacuation routes, increase the resilience of surface transportation infrastructure from the impacts of sea level rise, fish passage improvements, flooding, wildfires, extreme weather events, and other natural disasters. Highway, transit, and certain port projects are eligible.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) - Discretionary Grant program, provides a unique opportunity for USDOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants.

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. Per the IJJA/BIL, the population categories were modified further dividing STBG funds:

- Regional STBG (STBG(UL), STBG(UM), STBG(US), STBG(R), etc.): MPOs and county lead agencies are allocated STBG funds for prioritization and selection. The allocations are based on population areas as follows:
 - STBG(UL) - Urbanized areas greater than 200,000 population.
 - STBG(UM) – Urbanized areas between 50,000 and 200,000 population.
 - STBG(US) – Urbanized areas between 5,000 and 49,999 population.
 - STBG(R) - Areas of 5,000 or less population.
 - For use anywhere in the state
- WSDOT’s STBG (STBG): 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.

Transportation Alternatives (TA): 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. The TA funds include an additional set-aside for the Recreational Trails Program. MPOs and RTPOs are allocated TA funds for prioritization and selection. Per the IJJA/BIL, the population categories were modified further dividing the TA funds as follows:

- TA(UL) - Urbanized areas greater than 200,000 population.
- TA(UM) - Urbanized areas between 50,000 and 200,000 population.
- TA(US) - Urbanized areas between 5,000 and 49,999 population.
- TA(R) - Areas of 5,000 or less population.
- For use anywhere in the state.

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, Bremerton, Longview, Marysville, Mount Vernon, Olympia, Walla Walla, Wenatchee, and Yakima urbanized areas. Activities allowed under this program include 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 public in rural areas of the state and programs all Section 5311 projects in a statewide grouping in the STIP. 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 rural formula program. This includes operating assistance with a 50 percent local match for job access and reverse commute activities. In addition, the formula now includes the number of low-income individuals as a factor.

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.

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 large, urbanized areas are programmed by the designated recipient. WSDOT suballocates the small urban formula funds to the small urban transit agencies

who are responsible for programming the funding. 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. Funds are programmed by the recipient.

FTA Discretionary: Other discretionary/competitive FTA awards.

Federal Lands and Tribal Transportation Programs: 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.
- 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.

State

Carbon Emissions Reduction (CER): Funding for reductions in transportation sector carbon emissions through a variety of carbon reducing investments, such as transportation alternatives to single occupancy passenger vehicles; reductions in single occupancy passenger vehicle miles traveled; reductions in per mile emissions in vehicles, including through the funding of alternative fuel infrastructure and incentive programs; and emission reduction programs for freight transportation, including motor vehicles and rail, as well as for ferries and other maritime and port activities.

Connecting Washington Account (CWA): In 2015, the Washington State Legislature enacted the CWA package as an investment over 16 years, that provides funding for state and local projects throughout the state.

Coronavirus State Recovery Fund (CSRF) - Per RCW 43.79.557, the coronavirus state fiscal recovery fund was created in the state treasury for all federal moneys received by the state pursuant to the American Rescue Plan act of 2021, state fiscal recovery fund, P.L. 117-2, subtitle M, section 9901.

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.

Freight Mobility (Freight Mobility): Funding for freight mobility and freight mitigation projects along strategic freight corridors. Projects are selected by the state legislature based on recommendations by the Freight Mobility Strategic Investment Board (FMSIB). Projects are administered through WSDOT.

Move Ahead Washington (MAW): Washington State Legislature transportation package, that provides funding for state and local projects throughout the state.

Motor Vehicle Account (MVA): Project are selected by the state legislature for road, street and highway purposes including facilities for pedestrians or bicyclists and funded from motor vehicle licenses, automobile sales licenses, retail sales taxes, motor vehicle fuel tax, sale of bonds, federal grants, fines and forfeitures, charges for services, miscellaneous revenue, interest earnings.

Multi-Modal Account (MMA): Project are selected by the state legislature for transportation purposes and funded from motor vehicle licenses, mass transit distributions, retail sales taxes, motor vehicle licenses, federal grants, miscellaneous revenue, interest earnings.

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

Pedestrian and Bicycle Program (Ped/Bike Program): 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.

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.

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.

Sandy Williams Connecting Communities Pilot Program (CCPP) - Funding is to restore safe and continuous active transportation routes where state highways have severed or prevented them, thus mitigating the existing negative impacts to health, safety, and access. The CCPP can fund projects such as community engagement, walkways, bikeways, trails, crossings, and greenways.

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 projects that improve Safety, Commercial Growth and Development, Mobility, and Physical Condition.
- Urban Active Transportation Program (ATP): funds projects to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities.
- Urban Arterial Preservation Program (APP): provides funding for overlay of federally classified arterial streets (principal, minor) in cities with a population greater than 5,000.
- Small City Arterial Program (SCAP): funds small city (under 5,000 population) projects that preserve, rehabilitate, or reconstruct TIB classified arterials.
- Small City Active Transportation Program (ATP): funds projects to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities.
- Small City Preservation Program (SCPP): funds small city (under 5,000 population) chip seal and overlay of existing pavement and sidewalk maintenance.
- Complete Streets: funding opportunity for local governments that have an adopted complete streets ordinance.

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 etc., or from other WSDOT administered state grant programs. (See above for Safe Routes to Schools (SRTS) and Pedestrian/Bike Program).