

**Federal Transportation Funding for 2007**

<b>Program</b>	<b>Goal</b>	<b>Project Eligibility</b>	<b>Funding Available</b>	<b>Web Address</b>
National Highway System	Support the National Highway System, environmental restoration and pollution abatement	National Highway projects with an extended focus to minimize the impact of transportation projects, control of noxious weeds and aquatic noxious weeds, and establishment of native species	California will receive approximately \$2.8 billion through 2009	<a href="http://fhwainter.fhwa.dot.gov/safeteal/factsheets/nhs.htm">http://fhwainter.fhwa.dot.gov/safeteal/factsheets/nhs.htm</a>
Surface Transportation Program	Provide flexible funding to surface transportation projects	Federal-aid highways, including the NHS, bridge projects on public roads, transit capital projects, public bus terminals, advanced truck stop electrification systems, high accident/congestion intersections, environmental restoration and pollution abatement, control of noxious and aquatic noxious weeds, and establishment of native species.	California is expected to receive \$3.2 billion in STP funds through 2009	<a href="http://www.fhwa.dot.gov/Tea21/factsheets/stp.htm">http://www.fhwa.dot.gov/Tea21/factsheets/stp.htm</a>
Bridge Program	Improve highway crossings and bridges	Eligible highways and bridges over waterways, topographical barriers, roadways or railroads	California will receive \$1.9 billion from 2005 through 2009	<a href="http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm">http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm</a>
Railroad/Highway At-Grade Crossing Program	Reduce the number and severity of highway accidents by eliminating hazards to vehicles and pedestrians at existing railroad crossings	Project must be on a public road; sponsored by a city or a county or a railroad company; included on the California Public Utilities Commission's (CPUC) "Recommended List of Public Crossings in California for Improved Crossing Protection with Federal Funding". Also, projects (or lump sums to cover all projects) must be included in the appropriate Federal Transportation Improvement Program (FTIP) and the Federal Statewide Transportation Improvement Program (ESTIP).	Annually, \$155 million is allocated through the United States	<a href="http://www.fhwa.dot.gov/federalaid/projects.cfm?progProj=curr#c19">http://www.fhwa.dot.gov/federalaid/projects.cfm?progProj=curr#c19</a>
Hazard Elimination Safety Program	Eliminate or reduce the number and severity of traffic accidents at hazardous highway and local road locations	Projects must correct an identified safety hazard or problem and be included in the MPO's Federal Transportation Improvement Program (FTIP) as a 'lump sum' line item	The 2005-2006 HES contained 72 statewide projects totaling \$15,817,400. None of the submitted projects were for Humboldt County.	<a href="http://www.dot.ca.gov/hq/LocalPrograms/hesp/hesp.htm">http://www.dot.ca.gov/hq/LocalPrograms/hesp/hesp.htm</a>
Federal Lands Highways Program	Improve Federal Land highways and roadways	Projects must be transportation planning, research, engineering, and construction of highways, roads, parkways and transit facilities within public lands, national parks, and Indian reservations. FLHP funds can also be used as the State/local match for most types of Federal-aid highway funded projects.	The US will receive a total of \$4.5 billion for Indian Reservation Roads (IRR), Park Roads and Parkways, Public Lands Highways (discretionary and Forest Highways), and Refuge Roads through 2009.	<a href="http://www.fhwa.dot.gov/flh/flhpp.htm">http://www.fhwa.dot.gov/flh/flhpp.htm</a>
U.S. Department of Forestry	Support operational roadway improvements	Operational roadway improvements allocated through the USDF, Humboldt County and school districts	Funds are based on fees collected from federal timber receipts.	Not available
Safe Routes to Schools	Use federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects	Projects must be located on any state highway or local roads, and must correct an identified safety hazard or problem on a route that students use for trips to and from school.	Historically, Humboldt County entities have received funding from the Safe Routes to School Program: \$327,150 in 2000 and \$644355 in 2001	<a href="http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm">http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm</a>
Emergency Relief Program	Repair or reconstruct Federal-Aid highways and roadways damaged from natural disasters	Damage to highways must be severe, occur over a wide area, and result in unusually high expenses to the highway agency for eligibility.	The Federal Highway Administration can provide up to \$100 million to a State for each eligible catastrophic failure. Congress may pass special legislation lifting the cap for disasters exceeding the cap.	<a href="http://www.fhwa.dot.gov/federalaid/projects.cfm?progProj=curr#c20">http://www.fhwa.dot.gov/federalaid/projects.cfm?progProj=curr#c20</a> <a href="http://www.dot.ca.gov/hq/LocalPrograms/erp/erp.html">http://www.dot.ca.gov/hq/LocalPrograms/erp/erp.html</a>

**State Transportation Funding for 2007**

<b>Program</b>	<b>Goal</b>	<b>Project Eligibility</b>	<b>Funding Available</b>	<b>Web Address</b>
State Highway Operations & Protection Program	Maintain the integrity of the State Highway System	SHOPP projects are based on statewide priorities within each program category for state highways (i.e., safety, rehabilitation, operations, etc) within each Caltrans District and are not subject to county minimums. SHOPP funds cannot be used for capacity-enhancing projects.	Funding in the 2007 SHOPP averages \$2 billion per year until FY 2009/2010	<a href="http://www.dot.ca.gov/hq/transprog/shopp.htm">http://www.dot.ca.gov/hq/transprog/shopp.htm</a>
State Transportation Improvement Program	Plan and implement transportation improvements and to utilize resources in a cost effective manner	All STIP projects must be capital projects (including project development costs) needed to improve transportation, including improvements to mobility, accessibility, reliability, sustainability and safety.	STIP is split 75% to Regional Transportation Improvement Program (RTIP), totaling \$4,975,000 in 2007, and 25% to Interregional Transportation Improvement Program (ITIP), projects nominated by Caltrans, totaling \$65,000 in 2007.	<a href="http://www.dot.ca.gov/hq/transprog/stip.htm">http://www.dot.ca.gov/hq/transprog/stip.htm</a> <a href="http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm">http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm</a>
Environmental Enhancement and Mitigation Program	Mitigate environmental impacts of new or modified public transportation facilities beyond the level required by the project's environmental document	Mitigation can include highway landscapes and urban forestry or development of roadside recreational facilities such as roadside rest stops, trails, scenic overlooks, trail heads, parks, and snow-parks.	Funding was cut for the EEMP program in 2005-06 and in the 2006-07 proposed budget.	<a href="http://resources.ca.gov/eem/">http://resources.ca.gov/eem/</a> <a href="http://www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm">http://www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm</a>
Highway-Railroad Grade Separation Program	Improve safety and to expedite the movement of vehicles by eliminating highway-rail crossings at grade	Three types of projects are considered: 1. The alteration or reconstruction of existing grade separations; 2. The construction of new grade separations to eliminate existing or proposed grade crossings; 3. The removal or relocation of roads or tracks to eliminate existing grade crossings.	Annual budget can be \$15 million for grade separation projects under this program. In general, State participation per project is limited to \$5 million or 80 percent of the project cost, whichever is less. There is also a matching requirement of 10 percent local and 10 percent railroad.	<a href="http://www.dot.ca.gov/hq/LocalPrograms/">http://www.dot.ca.gov/hq/LocalPrograms/</a>
Petroleum Violation Escrow Account	Result in energy savings or displacement of nonrenewable energy	Projects must result in energy savings or displace nonrenewable energy and provide restitution to the motoring public who were injured by the oil price overcharges. PVEA funding cannot be used to: Supply funds which are already available for the proposed project; or fund projects with restitution too far into the future; or fund projects whose primary concern is environmental, safety, or has very little energy saving; or fund studies because they might not result in project implementation, or fund administrative expenses that exceed 5 percent.	Annual funding varies. PVEA funds must be allocated to transportation projects through special legislation carried in behalf of Caltrans for inclusion in the Budget Act or for allocation to local agencies.	<a href="http://library.slocog.org/forms/state/pveastate.pdf">http://library.slocog.org/forms/state/pveastate.pdf</a>