

## CHAPTER III

### THE PARK ROADS AND PARKWAYS PROGRAM AND OTHER FUND SOURCES

The three categories of Park Roads and Parkways Program (PRP Program) funding are described in this chapter along with examples of eligible activities. Other public programs and fund sources, which have been used to supplement PRP projects or fully fund transportation capital projects and services in national park system units,<sup>6</sup> are also described. The final section of the chapter is a table listing the major federal transportation programs, their funding levels, basic eligibility, and matching requirements.

#### A. THE PRP PROGRAM FUNDING CATEGORIES

The PRP Program is the main source of funding for improvement of transportation infrastructure in national park system units, including the resurfacing, rehabilitation, and reconstruction of public roads, bridges, parking areas, and development and maintenance of NPS-owned alternative transportation systems. For FY 2005 through 2009, the average annual funding is \$210 million. The PRP Program is comprised of three primary funding categories, known simply as Categories I, II and III. Appendix D includes a detailed list of eligible and ineligible activities for Category I. The process for selecting projects is described in Chapter VI: Program Development and Fund

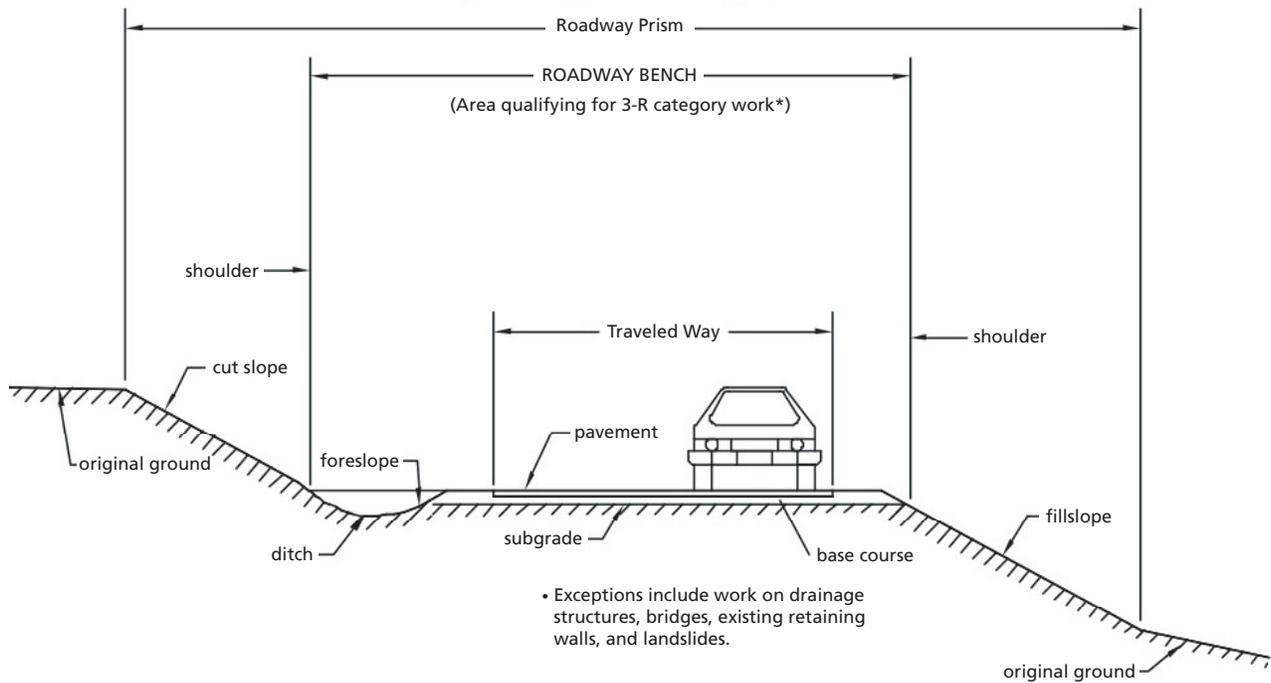
Management. (Categories, however, are added, changed, or eliminated as program focus areas change.) The following summarizes eligible activities for the three categories.

#### 1. PRP Program Category I—Road Rehabilitation (3R) and Road Reconstruction/Realignment (4R)

Category I is administered by the seven NPS regional offices,<sup>7</sup> with coordination, funding allocation, and oversight provided by the NPS Washington Office (WASO). Each region is responsible for coordination with other regional programs and with the parks, as well as implementation of the regional PRP Program. Among eligible work items described in appendix D are 13 categories of project support including planning necessary to develop a program of projects; development and maintenance of transportation inventories and management systems; and program/project meetings, partnering, and coordination.

Category I is comprised of two subcategories described below. Although these subcategories share the same names and many of the same characteristics of the categories in the American Association of State Highway and Transportation Officials (AASHTO) highway design guidance and publications, they do differ from the AASHTO definitions.

- a. 3R—This "acronym" stands for "resurfacing, restoration, and rehabilitation." This work is



**Illustration of the Roadway Bench and Prism**

undertaken to extend the service life of roads and enhance safety. Typically, this work occurs entirely in the roadway bench (see illustration above). Occasionally, a 3R project can occur outside the bench for repair work for drainage structures, existing retaining walls, slope failures, and bridges. No more than 5% of project costs should be allocated to work outside the roadway bench without it being designated as 4R work, which has different standards for funding approval.

Bridge work may be done independently of 3R road work if the results of regular bridge inspections indicate the need for improvement and if the work does not exceed \$1.5 million.

As part of the 3R program, each NPS region must also develop a pavement preservation program to extend the life of pavement through one or more of these activities - minor rehabilitation, routine maintenance, and preventive maintenance. (Each region will vary in their approach.) The FLH Divisions provide technical support in these activities. There is also general guidance and best practice information on the [FHWA's Web site](#).

The two photos on the right illustrate the results of typical 3R improvements.



Pre 3R (above) and Post 3R (below)

- b. 4R - This "acronym" stands for the fourth "R" of Category I work, which is either "reconstruction" or "realignment," depending on who is asked. This work consists of altering the geometry of an existing roadway, intersection, or bridge. Widening lanes or modifying the horizontal and vertical alignment of the road bench are typical of 4R work. Category 4R projects also include work such as the replacement of large bridges (more than \$1.5 million); the relocation of roads; and construction of new roads, bridges, parking areas, or parallel bicycle paths.

These types of projects are typically much more complex and costly than 3R projects and result in more impacts to resources along the road. There are numerous reasons for considering 4R types of improvements for a given segment of roadway. Examples of problems that 4R work may address include the following:

- congestion and inconvenience for the traveling public
- poor lateral (side) clearance between oncoming vehicles or roadside obstructions
- poor sight or passing distances
- substandard alignment (either vertical or horizontal) that creates unsafe driving conditions
- the need for better access to resources by realigning the road
- protecting threatened resources by moving people and vehicles away from sensitive areas

The condition of the road surface (ruts, cracks, potholes, etc.) generally is not a reason for pursuing reconstruction. Most surface defects in a roadway can be addressed using 3R techniques. There may also be alternatives to road reconstruction to address these problems, such as limiting the numbers and/or sizes of vehicles or providing alternate modes of transit. Because the PRP Program has limited funds, the number of roads selected for more costly 4R work must be restricted to only the most critical, high-priority segments. Otherwise, most of the NPS road system will receive even less funding to maintain road conditions. See Chapter VI for more information about investment strategies for 3R and 4R work.

## 2. PRP Program Category II—Congressionally Mandated Parkways

This category is fairly self-explanatory and consists of the new construction necessary to complete the Foothills Parkway's "missing link" shown to the right, and the multiuse trails on the Natchez Trace Parkway.

Category II is administered by the NPS Washington Office (WASO), with concurrence from the regions. Other parkways that have been completed under this category include the following:

- Baltimore-Washington Parkway
- Cumberland Gap Tunnel Project
- Chickamauga-Chattanooga National Military Park Bypass
- George Washington Memorial Parkway (in Maryland, it is the Clara Barton Parkway)

## 3. PRP Program Category III—Transportation Management Program

The Transportation Management Program (TMP), formerly the Alternative Transportation Program, is intended to integrate all modes of travel in national park system units, including transit, bicycle, pedestrian, and motor vehicle. The Transportation Management Program also supports transportation planning studies.

This category is administered by the NPS Washington Office, but relies heavily on input and assistance from regions, park units, the NPS Denver Service Center, and the FLH Divisions. Approximately \$78.4 million has been allocated to the TMP projects and program since these activities became eligible for PRP funding in 1998. In 2005 a five-year plan was developed by the Park Service projecting a need of more than \$185 million in planning and capital costs (excluding operations) for alternative transportation systems through 2011.



Natchez Trace Parkway

With the creation of the Alternative Transportation for Parks and Public Lands Program (ATPPL) as part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Category III funding is reserved for special needs that are not being met by ATPPL. The ATPPL provides grant funding on a year-to-year basis, and does not support program development and administration, system level planning, unforeseeable cost changes, emergencies and strategic initiatives. Furthermore, the ATPPL may only fund one phase of a project without any guarantee that other phases of the same project will be awarded future funding. The new ATPPL Program is being jointly administered by the Department of the Interior and the U.S. Department of Transportation and is funded at about \$20 million per year. Only projects proposed for federal land management areas (such as national park system units) are eligible to compete for ATPPL funding.

The ATPPL Program is very competitive between the National Park Service, U.S. Forest Service, Bureau of Land Management, and the U.S. Fish and Wildlife Service. In the first year of the program, FY 06, about 72 project proposals were submitted, totaling more than \$40 million in planning and capital requests competing for approximately \$19.6 million in available funding. In 2007, approximately 100 project proposals were received requesting more than \$65 million in planning and capital requests competing for approximately \$20 million in available funding.

## B. NPS FUNDING SOURCES

Although the PRP Program is the primary source of transportation funding for the National Park Service, PRP projects can be supplemented with funds from other federal, NPS, or private sources. Three key NPS funding sources include the following:

- **Repair / Rehabilitation Program**—Funding for minor repairs to roads and bridges is occasionally provided through the Repair / Rehabilitation Program. Repair / Rehabilitation funds are approved through the NPS operating budget that is appropriated every fiscal year. Repair / Rehabilitation funds are two-year funds that expire at the end of the second fiscal year. There is a \$500,000 funding cap per project.
- **NPS Line-Item Construction Program**—Funds to develop new parks and areas within parks are budgeted through the Line-Item Construction program. Funds

from this program are appropriated by line item in the yearly Department of the Interior appropriation act. Line-item funds normally do not expire.

- **Federal Lands Recreation Enhancement Act (FLREA) Program**—The FLREA Program (formerly the Fee-Demonstration Program) allows park units to charge fees for access to specific areas/ attractions. The park units are allowed to use a portion of these funds for certain purposes within the park unit, including transportation projects. FLREA funds cannot be transferred from the National Park Service to the Federal Highway Administration; however, an interagency agreement can permit FHWA work to be accomplished with FLREA funds.

The National Park Service has no legal authority to transfer any NPS funds to a state or local government for road projects. Procedures for handling these and other situations involving multiple fund sources are described in Chapter VI, section D.2.

## C. OTHER FEDERAL TRANSPORTATION PROGRAMS

### 1. NPS-Administered Programs

Many NPS staff working on the PRP Program are also responsible for NPS involvement in and implementation of other federal transportation programs. For some regions, these other federal programs represent a substantial amount of regularly anticipated work. These include programs involving emergency relief due to natural and man-made disasters and several "earmark" programs where Congress names specific projects in both the highway (Title 23) and transit (Title 49, Chapter 53) statutes.

These projects are managed by the Regional Coordinators, and funds are tracked through modules of the PTATS ([Park Roads and Parkways Transportation Allocation and Tracking System](#)), which is separate from the PRP projects' module. This module is expected to be operational in 2007.

- a. Emergency Relief Programs
  - (1) *Emergency Relief for Federally Owned Roads (ERFO)*—The ERFO program was established in July 1977 and is authorized under Title 23, United States Code (USC) Section 125(e). The goal of the program is to provide funding and engineering services to

restore access to public lands after a natural or man-made disaster or emergency. Park roads and parkways are only one of several categories of roads eligible for ERFO funding. These include forest highways, forest development roads, Indian reservation roads, public lands highways, refuge roads, military installation roads, Corps recreation roads, Bureau of Reclamation roads, and Bureau of Land Management roads.

According to the [ERFO Manual](#), the ERFO program is intended to help pay the unusually heavy expenses associated with the repair and reconstruction of federal roads and bridges seriously damaged by a natural disaster over a wide area or catastrophic failure due to an external cause other than normal deterioration or structural deficiency. Restoration to pre-disaster conditions is expected to be the predominate type of repair with ERFO funds.

Federal, tribal, state, and local governments that have the authority to repair or reconstruct federal roads may apply for ERFO funds. The Park Service and other federal land management agencies are considered "applicants" under the ERFO program. Other governmental entities must apply through an applicant. The federal share is 100%.

(2) *Emergency Relief Program*—There is a second emergency repair program, but it is

rarely used by the National Park Service. When park unit roads and bridges also are designated as part of the federal aid system, they may be eligible for the Emergency Relief program. Participation in the ER program is largely at the election of the respective state. The federal share for these projects ranges from 80% to 100%.

b. Congressional "Earmarked" Projects

Projects that are "earmarked" or selected by Congress as part of a reauthorization of the highway and transit laws or the annual appropriations process became much more common in the 1990s. Forty-six projects valued at more than \$170 million were included as earmarks in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Appropriation acts include earmarks as well. Most of these earmarks require NPS implementation, but others are implemented by states or local governments and directly impact park units due to the proximity of the project to park units.

(1) *Transit (Title 49)*—Although Congress may earmark other transit programs in appropriations bills, earmarks designating NPS projects in SAFETEA-LU are concentrated in the Bus and Bus Facilities program, which includes ferry boats. These projects generally require close coordination with Federal Transit Administration (FTA) regional offices



Mudslide on Beartooth Highway at Yellowstone National Park.



Loading up passengers to see Bryce Canyon National Park.

and the respective transit provider. Eligibility and annual funding are subject to annual appropriations. Information on the program and how to receive funding is found in FTA Circular C9300.1A, Capital Program: Grant Application Instructions<sup>8</sup>. The federal share is generally 80%, depending on the project.

(2) *Highway (Title 23)*—Congress funds many types of transportation projects in national park system units through multiyear authorizations, the most recent of which is SAFETEA-LU. These earmarks are not just roads, but include transit, bikeways, trails, visitor centers, viewsheds, ferry terminals, and other transportation-related projects. Federal Lands Highway Program (FLHP) funds are allowed as a match to any Title 23- or Title 49-funded projects. However, program policy for the PRP Program does not permit use of these funds for the match.

Unless otherwise noted, the following applies to highway earmarks:

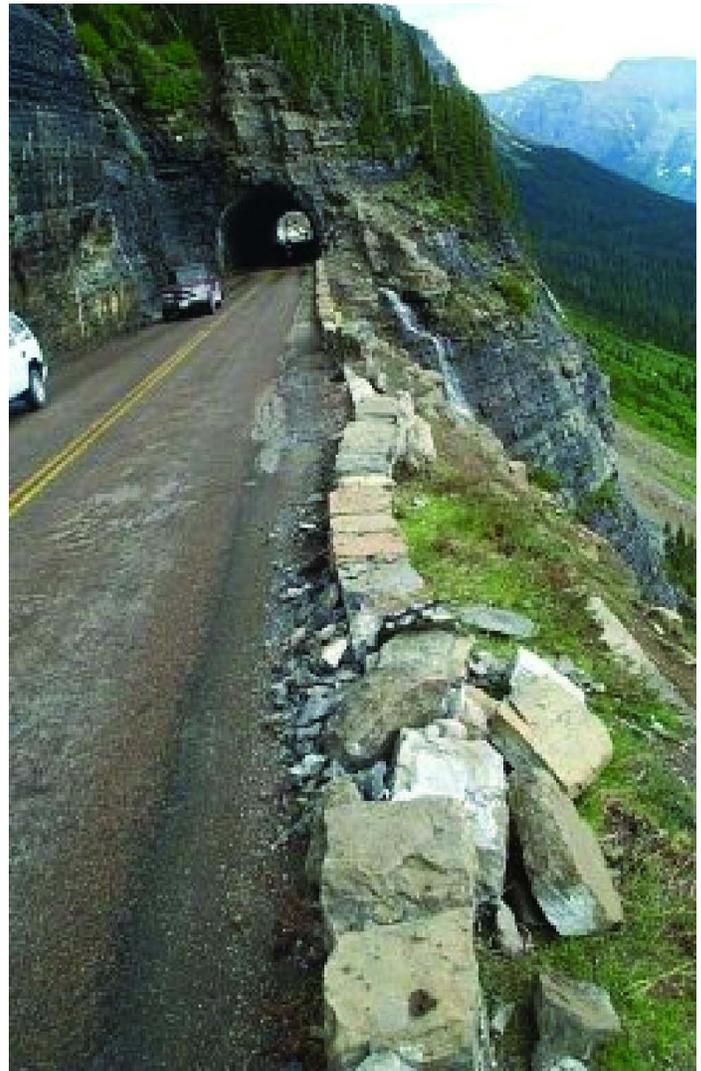
- Funding designated for projects in the bill is contract authority and is available until expended.
- Projects require some form of match, which is generally 20%, except in Alaska, Montana, Nevada, North Dakota, Oregon, and South Dakota where it will be some lesser percent depending on the amount of federal land in the state.
- The National Park Service must have an agreement to cover administration and annual funding of these projects because the authorized dollars are part of the state's federal highway funding ceiling and affect the state's programming.
- Certain additional requirements for environmental review also apply.

Following are three examples of substantive earmarks that have been inserted into recent legislation that have considerable impact on program administration.

*Section 1940, Going to the Sun Road*—Fifty million dollars is allocated at \$10 million per fiscal year. There is no match required for this project,

and funds must be used to supplement already planned expenditures rather than to substitute for NPS funds. An annual appropriation for this particular project is required, and this did not occur in FY 2005 or 2006.<sup>9</sup>

*Section 1702, High Priority Projects*—Twenty percent of the designated amount of funds for these projects is available for each of the years FY 2005 to 2009. Funding rules vary depending on the number of the project in the bill. Projects numbered 1-3676 have their own individual funding authority (a.k.a. obligation ceiling), which may be loaned in any year to any other project in Section 1702; contract authority, however, cannot be loaned. Projects with higher numbers are part of one annual funding ceiling per state and compete with each other for the allocated state funds. However, these higher



Glacier National Park

numbered projects are subject to the flexibility permitted under the loan-borrow arrangement described for Section 1934. States can advance funds for these projects until federal funds are available. Guidance is provided at: <<http://www.fhwa.dot.gov/programamin/122305att.cfm>>.

*Section 1934, Transportation Improvements*—Only a portion of the project funding is available each fiscal year, as follows: 10% in 2005; 20% in 2006; 25% in 2007 and 2008; and 20% in 2009. Although funds designated for each project must be spent on that project, there is a potential for a "loan-borrow" of funds (both contract and obligation authority) arrangement with certain other categories of projects in the same state, as long as the loaned authority is returned. This arrangement can enable funds to be accumulated more rapidly or in greater amounts than would be possible under the annual limits. The details of how this might work are provided on the [FHWA Web site](#).

Funding exceptions, limitations, match requirements, flexibility to accumulate funds—all pose new challenges to NPS staff in their efforts to program and track funds for these projects. Clearly, state transportation departments and certain transit operators are very important in the process of implementing these projects and should be involved early in the planning.

To help translate these requirements and support the new partnerships that are anticipated, The NPS Washington Office has assigned staff to coordinate all NPS earmarks. Please contact Jim Evans at 202-513-7021. (See "Guidance for SAFETEA-LU Earmarks" in appendix DD.)

## 2. Other Sources of Funding

NPS projects may also be eligible for other federal and state funding. These funding programs may replace or supplement PRP Program funds.

### a. Public Lands Highway Program Discretionary Funds (PLHD)

This program is an element of a larger Public Lands Highway program that provides funding to improve access to federal lands throughout the country. About two-thirds of the Public Lands

Highway program funding is for improvements to U.S. Forest Service roads and one-third is for discretionary funding. Traditionally, the discretionary portion is a competitive program for which states are the eligible applicants. However, some years all funds are earmarked by Congress for specific projects. To receive funding, park units submit applications through the respective state department of transportation, which then determines which projects to forward to the Federal Highway Administration for consideration. In the case of an earmark, the park must still apply to the state, which must then forward the application to the state's FHWA Division office. The amount provided, even with an earmark, may be less than requested because of congressional take-downs (funding limitations).

According to the FHWA guidance, "any kind of transportation project eligible for assistance under Title 23, United States Code, that is within, adjacent to, or provides access to" federal lands or facilities is eligible for PLHD funding. Under the provisions of 23 USC 204(b)(1)(A), the PLHD funds are available for transportation planning, research, engineering, and construction of highways, roads, and parkways, and transit facilities within the federal public lands. Pursuant to 23 USC 204(b)(1)(B), the PLHD funds are also available for operation and maintenance of transit facilities located on federal public lands.

Under 23 USC 204(h), eligible projects under the PLHD program may also include the following:

- transportation planning for tourism and recreational travel, including the National Forest Scenic Byways Program, Bureau of Land Management Back Country Byways Program, National Trail System Program, and other similar federal programs that benefit recreational development
- adjacent vehicular parking areas
- interpretive signs
- acquisition of necessary scenic easements and scenic or historic sites
- provision for pedestrians and bicycles
- construction and reconstruction of roadside rest areas, including sanitary and water facilities
- other appropriate public road facilities such as visitor centers as determined by the sec-

- retary of the Department of Transportation
- a project to build a replacement of the federally owned road over the Hoover Dam in the Lake Mead National Recreation Area between Nevada and Arizona

Guidance for the program, including the application form, is posted annually on the [FHWA Web site](#) under discretionary programs.

#### b. Federal Funding to States

To secure funding from any of the Federal-Aid Highway Programs administered by the states, early involvement of the relevant state department of transportation is needed. Many of these programs are discretionary, and funding is not guaranteed. To secure these funds, an application must be prepared and submitted to the state department of transportation where the project is located, requesting consideration under a given program. These applications may need to be prepared one or more years before the funds are needed. The relevant Federal Lands Highway Division (FLHD) and NPS regional office will evaluate these additional funding sources yearly to maximize funding availability. The FLH Division can provide assistance in coordinating applications to the states for these funds. It is important to point out that under SAFETEA-LU, section 132 of Title 23 was revised to enable states to transfer these federal-aid highway and federal transit funds directly to federal agencies, such as the National Park Service. When the park is in a metropolitan area,<sup>10</sup> the project must be coordinated with the metropolitan planning organization and included in their required plans and programs.

Table III.1, at the end of this chapter, summarizes the key project funding opportunities involving federal highway funds, which are administered by states as well as several programs administered at FHWA headquarters. Two of the major transit programs are also identified in the table, including the new ATPPL program. For transit programs other than the ATPPL program, funds go directly to the transit system operator in communities with more than 200,000 in population, but funds are administered through the state in most areas with smaller populations.

The table does not constitute the complete list of possibilities from the federal highway and transit programs, such as the various planning and research programs that have supported park NPS activities in the past.

#### c. Technology Transfer Programs

The Federal Highway Administration makes funds available (amount varies and is limited) to the FLH Office for experimental technology applications through two sources: (1) a Coordinated Technology Implementation Program (CTIP) and (2) the Technology Deployment and Initiatives Partnership Program (TDIPP).

The Coordinated Technology Implementation Program is a technology deployment and sharing program that provides a forum for identifying, studying, documenting, and transferring technology to the transportation community, specifically related to roads accessing or within federal lands. The National Park Service was not taking part in the Coordinated Technology Implementation Program as of FY 07.

The purpose of the Technology Deployment and Initiatives Partnership Program is to accelerate the adoption of innovative technologies by the transportation community. Proposed studies or technology implementation must meet certain eligibility requirements to participate.

The FLH Office technology program representative is responsible for determining the availability and criteria for funding consideration for both the



A test of Intelligent Transportation Systems at Great Smoky Mountains National Park

Coordinated Technology Implementation and the Technology Deployment and Initiatives Partnership programs. Normally, technology transfer funds must be obligated in the fiscal year they are received. The FLH Division coordination staff can provide information on these programs.

#### d. State Funding for Highways and Transit

All states have transportation programs that do not involve federal funding. In most states this funding includes a program that provides funds to counties, cities, or towns for assistance with construction of lower-volume roads. Funds for these programs are normally appropriated through the state legislature and administered by the state department of transportation. When a PRP project involves work on a lower-volume road, state-aid funds may be available for such use. The state or local agency will determine if funds are available for such use. Normally, these funds are available until expended, but this varies by state.

All but four states provide funding for various forms of transit. These programs vary substantially state to state and usually involve a significant amount of local funding. However, six states provide all funding for regular transit projects and operations. To learn more about transit funding, including for road improvements to support transit, the American Association of State Highway and Transportation Officials (AASHTO) conducts a survey of all state transit programs every three years and publishes the findings. The informative report is provided at <http://www.transportation.org/?siteid=31&c=downloads>.

NPS road and transit projects also have been supported by other state agencies such as departments of tourism and economic development.

#### e. Local and Private Funding

Local funding for a project is usually contributed by a city, town, or county highway or transit agency. Such local funding sources are often needed to provide matching funds in lieu of state funds. Normally, these funds are available until expended.

Donations also are accepted from private individuals, foundations, corporations, associations, etc., that may have special interest in a PRP project. Nonprofit organizations such as Chambers of Commerce and land trusts are frequent partners. Unlike the National Park Service, the Federal Highway Administration has no legal authority to accept private funding. If private funds are anticipated to be used on an FHWA-administered project, the National Park Service must be the recipient of these funds.

State, local, and private funding sources may also provide in-kind donations instead of cash. These types of donations may include property, construction materials, equipment, etc., that have value and contribute to the completion of the project. Often, in-kind donations are used as matching shares.

All funds or contributions, regardless of source, may be used only for the purpose intended, and surplus funds remaining will be returned to the original source promptly after completion of the project and project fiscal records are closed. Information on the transfer or exchange of other funding sources to and from the National Park Service or FLH office can be found in Chapter VI. D. Funds Management.

Use of outside funding for projects is generally done in partnership with the contributors, and in these cases there are certain requirements for partnerships that are described in NPS Director's Order #21. To better understand how to use funds besides the PRP Program or other NPS programs, you should consult the Regional FLHP Coordinator or the FLH Division program coordination staff for further information. See list of key personnel Coordinators after the table of contents.

As with the earmarks, PRP Program funds can technically be used as the nonfederal matching funds for projects supported by the programs described in the following table. However, NPS policy limits the use of these funds for such purposes and NPS Washington Office approval depends on the type of project and whether it is included in the "Eligibility Guidelines" provided in appendix D of this guideline.

Table III.1 Federal Transportation Programs

| Funding Program   | Authorized Funding Levels   | Eligible Projects  | Fund Distribution  | Matching Requirements  |
|---|---|--|--|--|
| <p>Federal Lands Highway Program for Park Roads and Parkways (PRP Program)</p> <p><i>Sponsoring Agency: FEDERAL HIGHWAY ADMINISTRATION &amp; NATIONAL PARK SERVICE</i></p>  | <p>2005 \$180M<br/>2006 \$195M<br/>2007 \$210M<br/>2008 \$225M<br/>2009 \$240M</p>                | <p>Funding can be used by the National Park Service and the Federal Highway Administration for the planning, design, construction or re construction of designated public roads that provide access to or within national parks, recreation areas, historic areas, and other units of the national park system. Eligibility was covered in section A of this chapter.</p>  | <p>Distributed to regions based on agreed-to formula that stresses reducing deferred maintenance. Appropriated NPS funds, material, or services can be used as 15% of project cost for projects funded by the Recreational Trails Program.</p>   | <p>The federal share is 100%. PRP Program can be used to match other federal highway (Title 23) or transit (Title 49) funds, although NPS policy does not favor this use.</p>  |
| <p>Public Lands Highways Discretionary (PLHD) Program</p> <p><i>Sponsoring Agency: FEDERAL HIGHWAY ADMINISTRATION</i></p>   | <p>2005 \$88.4M<br/>2006 \$95.2M<br/>2007 \$95.2M<br/>2008 \$98.6M<br/>2009 \$102M</p>            | <p>Eligible activities include all transportation projects eligible for assistance under Titles 23 and 49 of the United States. Code , as long as it is within, adjacent to, or provides access to federal lands or facilities. Some specific activities include</p> <ul style="list-style-type: none"> <li>▪ transportation planning for tourism and recreational travel</li> <li>▪ pedestrian and bicycle facilities</li> <li>▪ vehicular parking areas</li> </ul>   | <p>In the most recent reauthorizations and appropriation bills, Congress has earmarked all funds. Thus, applications are not being accepted for new projects. If a park has received an earmark, it must work with the state department of transportation to submit an application. A listing of earmarked projects is included in the FHWA guidance at: &lt;<a href="http://www.fhwa.dot.gov/discretionary/plh_cursol.htm">http://www.fhwa.dot.gov/discretionary/plh_cursol.htm</a>&gt;</p> | <p>There is no match requirement, but inclusion of other funds is strongly encouraged.</p>   |
| <p>Surface Transportation Program (STP)</p> <p><i>Sponsoring Agency: FEDERAL HIGHWAY ADMINISTRATION</i></p>   | <p>2005 \$6,860M<br/>2006 \$6,270M<br/>2007 \$6,370M<br/>2008 \$6,473M<br/>2009 \$6,577M</p>      | <p>The largest of the Federal-Aid Highway Programs and a program with broad eligibility, for improvements to all modes of transportation with the exception of railroads.</p>  | <p>Funds are distributed to states based on a weighted formula that includes set-asides for metropolitan planning organizations, safety programs and enhancements. Funding is then distributed to projects by state departments of transportation (and by metropolitan planning organizations) in the transportation planning process.</p>   | <p>80% federal share with required 20% local/state match. When STP funds are used for Interstate projects, federal share could reach 90%. For certain safety projects or projects that cross park lands, the federal share can reach 100%.</p>   |
| <p>Transportation Enhancements (TE)</p> <p><i>Sponsoring Agency: FEDERAL HIGHWAY ADMINISTRATION</i></p> <p><i>See- "A Guide for Seeking Transportation Enhancement Program Funds in Partnership with State and Local Governments" — Appendix V.</i></p> | <p>10% of each state's apportioned STP funds are sub-allocated to Transportation Enhancements</p> | <p>Transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's transportation system. Projects range from the restoration of historic transportation facilities, bike and pedestrian facilities, landscaping and scenic beautification, and the mitigation of water pollution from highway runoff. Transportation enhancement activities must relate to surface transportation and be one of those listed in the legislation. All previous Transportation Enhancement eligibilities continue and are restated in SAFETEA-LU.</p> <p>New items are</p> <ul style="list-style-type: none"> <li>▪ clarification that historic battlefields are eligible as an activity under the category of acquisition of scenic easements and scenic or historic sites</li> <li>▪ clarification that the inventory for outdoor advertising is an eligible activity</li> </ul> | <p>Funding for the Transportation Enhancements program comes from 10% of available funds from the Surface Transportation Program. States may also have eligibility and selection criteria that set priorities among the categories of eligible activities. Funds are typically allocated to projects through the metropolitan or statewide transportation planning process. NPS-appropriated funds and PRP Program funds can be a contribution towards the local/ state match.</p>           | <p>80% federal share with required 20% local/state match. States may apply funds from other federal agencies to the non-federal share of the project, up to 100%.</p> <p>Values of other contributions may also be considered for nonfederal share. "Soft match" (credit for donations of funds, materials, or new right-of-way) is permitted from any project sponsor, whether a private organization or public agency.</p> |

| Funding Program   | Authorized Funding Levels   | Eligible Projects   | Fund Distribution   | Matching Requirements  |
|---|---|---|---|--|
| <p>National Scenic Byways (NSB)</p> <p>Sponsoring Agency: FEDERAL HIGHWAY ADMINISTRATION</p>                  | <p>2005 \$26.5M<br/>2006 \$30M<br/>2007 \$35M<br/>2008 \$40M<br/>2009 \$43.5M</p> | <p>Roads that have outstanding scenic, historic, cultural, natural, recreational, or archeological qualities are designated by the Secretary of Transportation as All-American Roads (AAR) or National Scenic Byways (NSB). The NSB program provides discretionary grants for AAR, NSB, or state-designated scenic byway projects and for planning, designing, and developing scenic byway programs.</p>  | <p>FHWA priorities for making grant decisions include</p> <ul style="list-style-type: none"> <li>• projects on AAR- or NSB-designated routes</li> <li>• projects that would make routes eligible for AAR or NSB designation</li> <li>• projects associated with developing state scenic byway programs</li> <li>• activities including the development and implementation of scenic byway marketing programs</li> </ul> | <p>100% federal share for federal lands management agencies.</p> <p>As with other programs in Titles 23 and 49, the National Park Service can contribute any required local/state match by using NPS-appropriated funds and PRP Program funds.</p>   |
| <p>Recreational Trails Program (RTP)</p> <p>Sponsoring Agency: FEDERAL HIGHWAY ADMINISTRATION</p>             | <p>2005 \$60M<br/>2006 \$70M<br/>2007 \$75M<br/>2008 \$80M<br/>2009 \$85M</p>     | <p>Funds are available to develop, construct, maintain, and rehabilitate trails and trail facilities. Trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. Five percent of these funds can be used for development and dissemination of publications and operation of trail safety and trail environmental protection programs (including non-law enforcement monitoring and patrol programs and trail-related training).</p> <p>State costs for administering the program are not to exceed 7% of the annual apportionment.</p> | <p>Funds are apportioned to the state by formula — 50% equally among all eligible states and 50% in proportion to the amount of off-road recreational fuel use.</p> <p>Funds from other federal programs may be used for the local/state match, including NPS-appropriated funds and PRP Program funding.</p>   | <p>80% federal share with required 20% local/state match, subject to sliding scale depending on amount of public land in state.</p> <p>Federal agency project sponsors may provide additional federal share up to 95%.</p> <p>Values of other contributions may also be considered for non-federal share. "Soft match" (credit for donations of funds, materials, services, or new right-of-way) is permitted from any project sponsor, whether a private organization or public agency.</p> |
| <p>National Historic Covered Bridge Preservation</p> <p>Sponsoring Agency: FEDERAL HIGHWAY ADMINISTRATION</p> | <p>2005 \$0<br/>2006 \$10M<br/>2007 \$10M<br/>2008 \$10M<br/>2009 \$10M</p>       | <p>Eligible uses of funds are for the rehabilitation or repair of a historic covered bridge or the preservation of such a bridge, including installation of a fire protection system, installation of a system to prevent vandalism or arson, or relocation of a bridge to a preservation site.</p> <p>To the maximum extent practicable, projects under this program must be carried out in the most historically appropriate manner and preserve the structure of the historic covered bridge. The project must also provide for the replacement of wooden components with wooden components unless the use of wood is impracticable for safety reasons.</p>  | <p>The Secretary of Transportation will make grants based on applications from states that demonstrate the need for assistance in carrying out one or more eligible historic covered bridge projects. Thus, the National Park Service must work with the state in applying for these funds.</p>   | <p>The federal share is 80% and is subject to sliding scale adjustment under 23 USC 120(b) and may be 100% for federal land management agencies.</p>   |

| Funding Program  | Authorized Funding Levels  | Eligible Projects   | Fund Distribution   | Matching Requirements   |
|--|--|---|---|---|
| Congestion Mitigation & Air Quality Improvement Program (CMAQ)<br><br><i>Sponsoring Agency: FEDERAL HIGHWAY ADMINISTRATION</i> | 2005 \$1,667M<br>2006 \$1,694M<br>2007 \$1,721M<br>2008 \$1,749M<br>2009 \$1,777M      | <p>Funds projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter (PM-10), which reduce transportation-related emissions.</p> <p>Project examples include public transit investments, nonmotorized transportation projects such as the development of bicycle and pedestrian trails, and freight rail improvements.</p>  | <p>Funds distributed to the states according to a formula based on population and severity of pollution. (Includes weighting factors for ozone and CO maintenance areas, CO nonattainment areas, and ozone sub-marginal areas.)</p> <p>Provides for public/private partnerships by allowing states to allocate CMAQ funds to private and nonprofit entities for land, facilities, vehicles, and project development activities. Limits eligibility of partnerships on alternative fuel projects to the incremental vehicle cost over a conventional-fueled vehicle.</p> <p>Funds for this program are allocated by the states in cooperation with metropolitan planning organizations. Projects are identified through the state-wide and applicable MPO transportation planning processes.</p>   | <p>80% federal share with required 20% local/state match. For projects that cross park lands, the federal share can reach 100%.</p>   |
| Urbanized Area Formula Transit Grant<br><br><i>Sponsoring Agency: FEDERAL TRANSIT ADMINISTRATION</i>                           | 2005 \$3593.2M<br>2006 \$3466.7M<br>2007 \$3606.2M<br>2008 \$3910.8M<br>2009 \$4160.4M | <p><b>CAPITAL TRANSIT INVESTMENTS</b></p> <ul style="list-style-type: none"> <li>▪ Land, capital, equipment, vehicles, technology, engineering, design, etc. for developing new or improving mass transit infrastructure and operations.</li> </ul> <p><b>TRANSIT OPERATING ASSISTANCE</b></p> <ul style="list-style-type: none"> <li>▪ Costs incurred in operating a transit program, including maintenance.</li> </ul> <p><b>TRANSIT ENHANCEMENTS</b><br/>           Projects that enhance mass transit use, such as bus shelters, landscaping, street furniture, historic preservation, etc.</p> | <p>Allocated to urbanized areas based on formulas. Under SAFETEA-LU several new sub-programs or tiers were established that provide increased funding to certain areas that provide transit service above certain thresholds.</p> <p>Provides operating assistance only to urbanized areas with a population of less than 200,000 before the 2000 census. One percent set-aside for transit enhancement projects in urbanized areas of more than 200,000. Capital expenses definition includes preventive maintenance for areas over 200,000 in population.</p> <p>Eligible grant recipients include transit provider or sponsoring agent thereof. National Park Service may acquire these funds as a sub-recipient (through another transit provider). Close cooperation with local transit providers and sponsoring local governments is important.</p> | <p>An 80% federal share with 20% local/state match for all most expenses, except:</p> <p>95%/5% for transit enhancement projects providing bicycle access to mass transit.</p> <p>90% federal share with required 10% local/state match for incremental costs of complying with the Clean Air Act Amendments or Americans with Disabilities Act</p> |

| Funding Program   | Authorized Funding Levels                            | Eligible Projects  | Fund Distribution  | Matching Requirements      |
|---|--|--|--|----------------------------|
| Alternative Transportation in Parks and Public Lands (ATPPL)<br><br><i>Sponsoring Agency:<br/>           FEDERAL TRANSIT<br/>           ADMINISTRATION<br/>           AND DEPARTMENT<br/>           OF INTERIOR</i> | 2006 \$22M<br>2007 \$23M<br>2008 \$25M<br>2009 \$27M | <p>The new Alternative Transportation in Parks and Public Lands program (also known as Transit in the Parks) provides funds to support public transportation projects, bicycle facilities and trails in parks and public lands. TEA-21 (Title III, Section 3039) authorized a study of transit needs in national park units and related public lands.</p> <ul style="list-style-type: none"> <li>▪ Establishes a new Alternative Transportation in Parks and Public Lands Program, administered by the U.S. Department of Transportation in consultation with the Secretary of the Interior.</li> <li>▪ Provides grants for planning or capital projects in or near any federally owned or managed park, refuge, or recreational area that is open to the general public.</li> </ul> | Competitive among federal lands management agencies, however, anyone can nominate a project. | The federal share is 100%. |

<sup>6</sup> Park or park unit refers to the about 390 national park system properties, such as national parks, seashores, monuments, trails, historic sites, battlefields, etc.

<sup>7</sup> Administration of Category I was delegated by the NPS Washington Office to the regions in the early 2000s.

<sup>8</sup> Found at: <[http://www.fta.dot.gov/964\\_ENG\\_HTML.htm](http://www.fta.dot.gov/964_ENG_HTML.htm)>.

<sup>9</sup> As a result, in 2006 Congress authorized the entire \$50 million to be available in only three years - FY2007 through 2009, thereby ensuring that the initial \$20 million would not be lost for the project.

<sup>10</sup> As defined by the Census Bureau. See: <[http://quickfacts.census.gov/qfd/meta/long\\_metro.htm](http://quickfacts.census.gov/qfd/meta/long_metro.htm)>.