

Match Ratios

Program: Project Type (Fund Code)

Maximum Federal Participation (%)

	AK	ID	OR	WA
5303 Metropolitan Transportation Planning Program	80:20	80:20	80:20	80:20
5304 Statewide Transportation Planning Program	80:20	80:20	80:20	80:20
5307 Urbanized Area Formula Program				
Operating Assistance	50:50	50:50	50:50	50:50
Planning and Capital Projects	80:20	80:20	80:20	80:20
Vehicle-Related Equip for ADA/CAA	90:10	90:10	90:10	90:10
Bicycle access projects	90:10	90:10	90:10	90:10
5309 Capital Investment Program				
Bus and Bus Facility	80:20	80:20	80:20	80:20
Vehicle-Related Equip for ADA/CAA	90:10	90:10	90:10	90:10
Bicycle access projects	90:10	90:10	90:10	90:10
Fixed Guideway Modernization	80:20	80:20	80:20	80:20
New Starts	80:20	80:20	80:20	80:20
5310 Special Needs for Elderly Individuals and Individuals with Disabilities Program				
Capital Projects	80:20	92.66:7.34*	89.73:10.27*	80:20
Operating Assistance	50:50	N/A	56.08:43.92	N/A
State Administration	100:0	100:0	100:0**	100:0
Vehicle-Related Equip for ADA/CAA	90:10	92:8	90:10**	90:10
5311 Rural and Small Urban Areas				
Capital Project	94.95:5.05*	92.66:7.34*	86.5:13.5*	80:20
Operating Assistance	59.34:40.66	57.91:42.09*	54.06:45.94	50:50
State Administration	100:0	100:0	100:0**	100:0
Vehicle-Related Equip for ADA/CAA	90:10	90:10	90:10**	90:10
Bicycle access projects	90:10	90:10	90:10**	90:10
5311(b)(3) Rural Transit Assistant Program	100:0	100:0	100:0	100:0
5311(c) Public Transportation on Indian Reservations	100:0	100:0	100:0	100:0
5311(f) Intercity Public Transportation				
Capital Project	94.95:5.05*	92.66:7.34*	86.5:13.5*	80:20
Operating Assistance	59.34:40.66*	57.5:42.5*	54.06:45.94	50:50
State Administration	90.97:9.03*	100:0	89.73:10.27*(**)	80:20
Vehicle-Related Equip for ADA/CAA	90:10	90:10	90:10**	90:10
Clean Air Act (CAA)	90:10	90:10	90:10**	90:10
Bicycle Facility Portion	90:10	90:10	90:10**	90:10

* Based on the sliding scale rate

** Refer to Special Transportation Fund below

*** State general fund match

****Special Transportation Fund Programs**

AK State Programs

- Alaska Marine Highway (Ferry Program)
- Alaska Mental Health Trust Coordinated/Non-coordinated Transportation Program - The Alaska Mental Health Trust Authority, under the AK State Dept of Revenue, distributes funds each year from the trust fund derived from the sale of property holdings with additional discretionary capital appropriations of general funds from the Legislature.

ID State Programs

- Vehicle Investment Program
- (Vanpool/Rideshare Programs) - Most of the funding for the Vanpool Program is funded with the Federal Congestion Mitigation Air Quality (CMAQ) Program.

OR State Programs

- Oregon Streetcar Program - No local match required
- TriMet Urban Light Rail Program - No local match required
- Oregon Passenger Rail Program - No local match required
- Commuter Rail Program - No local match required
- Transit Direct Assistance - No local match required
- Connect Oregon - This state funded program requires 20% local match. This program provides funds based on population formula to local governments. Many local governments use STF to match 5311 and 5310 projects. They use the coordinated planning process to make best use of the matching

WA State Programs

- Rural Mobility Grants - These are part of the consolidated program. There is no mandatory matching requirement. They mix and match their fund programs.
- Paratransit and Special Needs Grants - These are part of the consolidated program. There is no mandatory matching requirement. They mix and match their fund programs.
- Vanpool Grants - For transit system to purchase vanpool equipment to expand the program.
- Commute Trip Reduction - State funds go to the jurisdiction directly allocated on a formula basis.

FLEX FUNDS TRANSFERRED INTO 5307

U. S. Department of Transportation Federal Highway Administration
 Sliding Scale Rates Effective March 17, 1992
<http://www.fhwa.dot.gov/legregs/directives/notices/n4540-12.htm>

**Table 1: Sliding Scale Rates of Federal-aid Participation in Public Lands States
 Rates for Projects not on Interstate System**

Pursuant to 23 U.S.C. 120(b)(1)
 Effective March 17, 1992

State	Ratio of designated public lands area to total area of State ¹ :	Percentage of cost of Federal-Aid projects payable by Federal Government				
		50% Federal 50% State	70% Federal 30% State	75% Federal 25% State	85% Federal 15 % State	80% Federal 20% State
Alaska	0.5484	77.4200	86.4500	88.7100	93.2300	90.9700
Idaho	0.2486	62.4300	77.4600	81.2200	88.7300	84.9700
Oregon	0.2317	61.5900	76.9500	80.7900	88.4800	84.6300
Washington	0.0711	53.5600	72.1300	76.7800	86.0700	81.4200

**Table 2: Sliding Scale Rates of Federal-aid Participation in Public Lands States
 for Projects not on the Interstate System
 Pursuant to U.S.C. 120(b)(2)**

Effective March 17, 1992

State	Ratio of designated public lands area to total area of State ¹ :	Percentage of cost of Federal-Aid projects payable by Federal Government			
		50% Federal 50% State	70% Federal 30% State	75% Federal 25% State	80% Federal 20% State
Alaska	0.7476	87.3800	92.4300	93.6900	94.9500
Idaho	0.6329	81.6500	88.9900	90.8200	92.6600
Oregon	0.4865	74.3300	84.6000	87.1600	89.7300
Washington	0.3250	66.2500	79.7500	83.1300	86.5000

¹: Area of non-taxable Indian Lands and reserved and unreserved public domain lands inclusive of national forests and national parks and monuments. Based on latest available area data furnished by the Department of Interior.

FLEX FUNDS TRANSFERRED INTO 5310

Source: FTA Circular 9070.1G (07/07/2014)

Transfer of FHWA Flexible Funds – Flexible funds from the Federal Highway Administration (FHWA) may be transferred to the Section 5310 program for use by the recipient. The funds will be treated under the Section 5310 program requirements, with the exception of the local match and the minimum requirement for 55 percent to be spent on traditional Section 5310 projects. The FHWA funds will maintain the FHWA eligible match, including the application of the sliding scale for a higher federal share. The funds are available for obligation by the state for two additional years after the year in which they are transferred.

Sliding Scale — FHWA Transfers Only. Higher federal share rates for capital costs are available to 14 states described in 23 U.S.C. 120(b). The higher federal shares under 23 U.S.C. 120 (b)(1) are based on the ratio of designated public lands area to the total area of these 14 states. For FHWA transfers to FTA 5310 for capital projects, the federal share increases from 80 percent in proportion to the share of public lands in the state. The sliding scale rates in public lands states can be found on the following website:

<http://www.fhwa.dot.gov/legsregs/directives/notices/n4540-12.htm>.

FLEX FUNDS TRANSFERRED INTO 5311

Source: FTA Circular 9040.1G (11/24/2014)

Sliding Scale – Higher federal share rates for capital costs are available to fourteen states described in 23 U.S.C. 120(b). The higher federal shares under 23 U.S.C. 120(b)(1), shown in Table 1, are based on the ratio of designated public lands area to the total area of these fourteen states. For FTA capital grants, the federal share increases from 80 percent in proportion to the share of public lands in the state. For FTA operating grants in these same states, the federal share increases from 50 percent to 62.5 percent (5/8) of the rate for capital grants.

Table 1: Sliding Scale Rates for FTA Section 5311 Grants (23 U.S.C. 120 (b)(1))
(Numbers represent the maximum federal share, as a percentage of net project cost.)

State	Sliding Scale Rate for Transit <u>Capital</u> Grants	Sliding Scale Rate for Transit <u>Operating</u> Grants
Alaska	90.97	56.86
Idaho	84.97	53.11
Oregon	84.63	52.90
Washington	81.42	50.89
<i>Source: FHWA Notice N 4540.12, Attachment 1 (3/17/1992)</i>		

Additional higher federal share rates are shown in Table 2 and are based on the ratio of the area of nontaxable Indian land, public domain lands (reserved and unreserved), national forest, and national parks and monuments to the total area of each state. These rates are available only for states that have already in place signed agreements with FHWA under 23 U.S.C. 120(b)(2). For FTA Section 5311 projects, any state having such an agreement with FHWA is eligible for the higher federal match permitted in Section 120(b)(2). States may not enter into new Section 120(b)(2) agreements with FHWA for Section 5311 grants. In the absence of a Section 120(b)(2) agreement with FHWA, Section 120(b)(1) sets the sliding scale rates for Section 5311 grants.

Table 2: Sliding Scale Rates for FTA Section 5311 Grants
(Numbers represent the maximum federal share, as a percentage of net project cost.)*

State	Federal Share of 5311 <u>Capital</u> Grants	Federal Share of 5311 <u>Operating</u> Grants
Alaska	94.95	59.34
Idaho	92.66	57.91
Oregon	89.73	56.08
Washington	86.5	50.94

*Including National Forests, national parks, and monuments.

Source: FHWA Notice N 4540.12, Attachment 1 (3/17/1992) <http://www.fhwa.dot.gov/legregs/directives/notices/n4540-12.htm>

Operating Expenses – With respect to operating expenses, 49 U.S.C. 5311(g)(2) provides that the federal share shall not exceed 50 percent of the net operating cost of the project. For states eligible for the sliding scale match under 23 U.S.C. 120(b), the federal match for operating assistance is set at 62.5 percent of the match for capital projects in those states (see Tables 1 and 2).