

FHWA Surface Transportation Block Grant Program (STBG) Eligibility

This information is largely based on the Fixing America's Surface Transportation (FAST) Act; updated fact sheets from the new Bipartisan Infrastructure Law are referenced under each program.

Eligibility for PSRC's FHWA/STBG Funds

The following provides a summary of the type of projects eligible to receive funds through PSRC's Surface Transportation Block Grant Program (STBG). It is not intended as a comprehensive resource and instead serves as a list of examples. Additional details can be accessed through the resources provided below.

STBG

STBG funds are considered the most flexible funding source provided under FHWA. Many types of projects are eligible, including transit, carpool/vanpool, bicycle/pedestrian, safety, traffic monitoring/management, and planning projects, along with the more traditional road and bridge projects. For more information on projects eligible to receive STBG funds, refer to FHWA's program [fact sheet](#).

EXAMPLES OF PROJECTS ELIGIBLE FOR STBG FUNDS

1. Roadway construction, reconstruction, seismic retrofit, restoration and preservation, operational improvements including the interstate system, bridges, and tunnels, roadway widening (for general purpose lanes and/or high-occupancy vehicle lanes), and turning lanes. Note: Roadways must be functionally classified as *collector* or above, unless the project is a bridge, railroad, safety or nonmotorized-transportation, project.
2. Any transit capital or planning project that is also eligible for Federal Transit Administration (FTA) funding, including fixed guideway projects such as electric streetcar, trolley bus, monorail, and ferry vessels; replacement or expansion of transit vehicle fleets or maintenance facilities.
3. Fringe and corridor parking, including electric and natural gas vehicle charging infrastructure, carpool, vanpool, bicycle, and pedestrian facilities.
4. Highway and transit safety improvements.
5. Highway and transit research and technology transfer.
6. Capital and operating costs for traffic monitoring, management and control of facilities, and transportation programs.
7. Surface transportation planning (e.g., system planning, corridor planning, project planning).
8. Transportation Alternatives Program activities, as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103).
9. Nonmotorized-transportation activities, including recreational trails.
10. Certain Clean Air Act transportation control measures identified in the State Implementation Plan for Air Quality (see note, at the end of this list).
11. Development/establishment of management systems.
12. Wetlands mitigation (i.e., surface drainage and banking).
13. Sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing composition.

14. Programs to reduce extreme cold starts.
15. Environmental restoration and pollution abatement projects, including retrofit or construction of storm water treatment facilities.
16. Natural habitat mitigation (if wetland or natural habitat mitigation is within the service area of a mitigation bank, preference will be given to use the bank).
17. Privately owned vehicles and facilities that are used to provide intercity passenger service by bus.
18. Modifications of existing public sidewalks to comply with the requirements of the Americans with Disabilities Act.
19. Infrastructure-based intelligent transportation system capital improvements.
20. Preventive maintenance activities which extend the service life of the facility. Pavement, bridges, and essential highway appurtenances are eligible for federal funding with prior approval by WSDOT's Highway and Local Programs staff (see note below).
21. Advanced truck stop electrification systems.
22. Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.
23. Construction of ferry boats and terminals.
24. Truck parking facilities.
25. Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads.
26. Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
27. Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.