



STATE OF WASHINGTON
OFFICE OF FINANCIAL MANAGEMENT

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February 8, 2010

TO: Agency Directors
Boards and Commissions
Statewide Elected Officials
Presidents, Higher Education Institutions

FROM: Victor A. Moore
Director

SUBJECT: IMPLEMENTATION OF RCW 70.235.070

Engrossed Second Substitute Senate Bill 5560 (Chapter 519, Laws 2009) added new policy related to greenhouse gas emissions (GHG) to state funding for infrastructure and economic development programs. This policy is codified in RCW 70.235.070 and must be implemented in calendar year 2010. The purpose of this memorandum is to provide state agencies, boards, and commissions with guidance to facilitate consistent implementation of RCW 70.235.070 across funding programs.

In addition, the Office of Financial Management will be conducting an implementation workshop on February 17, 2010 from 8:30-10:00 a.m. in Room 440 of the Insurance Building in Olympia to respond to agency questions and obtain your feedback. As we identify tools and best practices for agencies to consider, this guidance may be supplemented. However, agencies should not delay taking action to ensure that their next funding selection cycle implements RCW 70.235.070.

Background

RCW 70.235.070 states:

“Beginning in 2010, when distributing capital funds through competitive programs for infrastructure and economic development projects, all state agencies must consider whether the entity receiving the funds has adopted policies to reduce greenhouse gas emissions. Agencies also must consider whether the project is consistent with:

- 1) The state's limits on the emissions of greenhouse gases established in RCW 70.235.020;
- 2) Statewide goals to reduce annual per capita vehicle miles traveled by 2050, in accordance with RCW 47.01.440, except that the agency shall consider whether project locations in rural counties, as defined in RCW 43.160.020, will maximize the reduction of vehicle miles traveled; and
- 3) Applicable federal emissions reduction requirements.”

State's Limits on the Emissions of GHG – RCW 70.235.020

RCW 70.235.020 contains the state's policies on limiting GHG emissions. The law adopted the goals contained in Executive Order 07-02 to reduce GHG emissions to:

- 1990 emission levels by 2020
- 25 percent below 1990 levels by 2035
- 50 percent below 1990 levels by 2050

Chapter 70.235 RCW requires the Department of Ecology to develop a comprehensive plan to achieve the required GHG emissions reductions. The first edition of the plan was submitted to the Legislature in 2008 and focuses on the emissions reductions required by 2020. The plan identifies existing GHG emissions reduction policies as well as additional strategies and policies to achieve further reductions. The Department of Ecology's 2008 comprehensive plan can be found at <http://www.ecy.wa.gov/climatechange/2008CompPlan.htm> and is a useful tool for state agencies to reference when implementing 70.235.070.

Statewide Goals to Reduce Annual per Capita Vehicle Miles Traveled – RCW 47.01.440

Reducing Vehicle Miles Traveled (VMT) is one approach to reducing transportation-related GHG emissions. RCW 47.01.440 contains the state's VMT per capita reduction goals:

- 18 percent reduction by 2020
- 30 percent reduction by 2035
- 50 percent reduction by 2050

This is the standard for projects located in urban counties when implementing RCW 70.235.070. However, for projects located in rural counties, the standard is whether a project will maximize the reduction of vehicle miles traveled. A "rural county" is defined in RCW 43.160.020 as a county with a population density of fewer than one hundred persons per square mile or a county smaller than two hundred twenty-five square miles, as determined by the Office of Financial Management and published each year for the period of July 1 to June 30. This definition produces a relatively static list and includes all counties except Clark, King, Kitsap, Pierce, Snohomish, Spokane, and Thurston counties.

Applicable Federal Emissions Reduction Requirements

The federal government has not adopted emissions reduction requirements that are applicable to RCW 70.235.020. However, many federal agencies have or are working toward incorporating emission reduction requirements into specific federal funding programs. RCW 70.235.020 should be implemented consistent with those requirements.

Affected Infrastructure and Economic Development Programs

The Office of Financial Management (OFM) developed a set of criteria to determine which programs are required to implement RCW 70.235.070. Although RCW 70.235.070 applies to only a subset of programs, state agencies are strongly encouraged to implement the provisions of this

statute in other state funding programs when feasible. The intent is consistent with GHG emissions reduction policies adopted by the Governor and Legislature. Moreover, the federal government is adopting similar sustainability requirements into its funding programs that state agencies use or distribute.

The following is the criteria OFM used to review programs:

- The program must be for infrastructure or economic development projects.
- The state agency must have statutory discretion to create or add selection criteria to the program.
- The funding must be capital funds, which we interpret to include funding from the capital and transportation budgets, but not the operating budget. The funding can be from any source – federal, state or local – distributed by the state in those budgets.
- The program must be competitive.
- The program can distribute funds by any method such as grants, loans, and tax credits.
- The recipient of the funds can be any public or private entity.

Using the aforementioned criteria, OFM considers the following infrastructure and economic development programs affected by RCW 70.235.070:

- Department of Commerce Public Works Trust Fund Construction Program
- Department of Commerce Public Works Trust Fund Pre-Construction Program
- Department of Commerce Public Works Trust Fund Planning Program
- Department of Commerce Community Economic Revitalization Board – Traditional and Rural Program
- Department of Ecology Centennial Clean Water Fund Program
- Department of Ecology Water Pollution Control Revolving Fund Program
- Department of Commerce Energy Freedom Program
- Recreation & Conservation Office Boating Infrastructure Grant Program (state funds only)
- Parks & Recreation Commission Statewide Boat Pump-Out Program (state funds only)
- Transportation Improvement Board Urban Corridor Program
- Transportation Improvement Board Urban Arterial Program
- Transportation Improvement Board Small City Arterial Program
- Transportation Improvement Board Sidewalk Program
- Department of Transportation Local Airport Aid Grant Program (state funds only)
- Department of Archeological & Historic Preservation Historic County Courthouse Rehabilitation Grant Program
- Department of Commerce Federal Community Development Block Grants - General Purpose Grant
- Department of Commerce Federal Community Development Block Grants - Enhancement Grant
- Department of Commerce Federal Community Development Block Grants – Economic Development Float Loan/Float-Funded Activity Grant Program
- Department of Transportation Pedestrian and Bicycle Program
- Department of Transportation Safe Routes to School

- Department of Transportation Regional Mobility Grant Program
- Freight Mobility Investment Program
- Department of Transportation Emergent Freight Rail Assistance Program
- Historical Society Heritage Capital Projects Fund Program
- Department of Commerce Building Communities Fund Program
- Higher Education Coordinating Board Capital Budget Recommendation
- State Board for Community and Technical Colleges Prioritized Capital Project List
- Office of Financial Management Higher Education Prioritized Project List

OFM invited state agency and stakeholder feedback on both the criteria used to evaluate programs and our results. Attached is a matrix of all infrastructure and economic development we reviewed. The basis of the matrix was the Joint Legislative Audit & Review Committee's (JLARC) 2006 Inventory of State Infrastructure Programs, supplemented with any new programs created since the inventory was completed.

The matrix demonstrates that many state funding programs were excluded from the application of RCW 70.235.070. Often a state agency lacked the statutory authority to supplement program criteria to consider GHG emissions or VMT reductions. Many federal programs specifically prohibit additional criteria when distributing funds; several state programs are equally constrained by statute. Programs were also excluded that distribute funds by formula, emergency, or other non-competitive basis. Lastly, OFM interpreted the term "infrastructure" in the context of RCW 70.235.070 to apply to programs that primarily fund projects that change the built environment. Thus, programs that historically fund conservation and natural resource acquisitions, planning, technical assistance, studies, or recreational/cultural services were excluded.

Applying RCW 70.235.070 to Programs

Many competitive state funding programs use consistency with other state and local policies, such as comprehensive land-use plans or the state's economic development plan, in their selection process. For some programs, consistency with statewide policies is an eligibility requirement while other programs use consistency as a factor to consider within the competitive selection process. RCW 70.235.070 should be implemented as the latter – its provisions must be incorporated by the funding agency as a factor for consideration.

The infrastructure and economic development programs address a variety of policy goals, such as improving public health and safety or enhancing economic vitality. Consideration of statewide goals on GHG emission reductions and VMT reductions should not overwhelm the underlying goals and policies of specific funding programs. However, state agencies are expected to implement RCW 70.235.070 in a manner that could influence project selection based upon the applicants' actions to reduce VMT and GHG emissions.

Thus, agencies will need to revise their application questions to determine what GHG policies and plans the applicant has adopted. Rating or point systems or other selection processes will need to be supplemented with criteria related to project consistency with GHG emissions reduction and VMT reduction goals. The criteria also need to be relevant to the applicant pool and recognize diverse

regions of the state (e.g., urban/rural, wet/dry environment). Lastly, state agencies should evaluate the effectiveness of the criteria during and following the selection process. They should modify the selection process if it leads to unreasonable results.

What criteria to use and how to weigh it within the competitive process is an area that we expect to supplement within this guidance. As state agencies begin to work with their stakeholders to revise their competitive selection processes, we will refine this guidance to share ideas and best practices as they develop.

Agency Consideration of “Has an Entity Adopted Policies to Reduce GHG Emissions”

A policy is a specific statement that guides decision-making. In this context, it is a statement that indicates a commitment of the entity to a particular course of action to reduce GHG emissions and VMT by its activities. There is no “one size fits all” test for state agencies to use. Agencies need to assess the authority and ability of an entity to adopt GHG and VMT reduction policies and adopt criteria that are fair to the applicant pool.

Below are examples that agencies could consider in determining whether an entity has adopted policies to reduce GHG emissions and VMT. The examples are not exhaustive and are not to be used as a “checklist.”

- Goals and policies enacted by the entity committing to GHG emissions reduction targets.
- Energy efficiency policies to reduce consumption in buildings and infrastructure.
- A commitment to sustainable design and construction practices for buildings or infrastructure.
- Policies that promote and support the generation and use of alternative energy.
- Waste reduction and diversion policies such as methane recovery or waste to energy programs.
- Policies to replace or repower existing vehicles with cleaner, more efficient vehicles.
- Equipment procurement policies that result in reduced consumption of fossil fuels.
- Commute Trip Reduction plans and policies that establish reduction goals and strategies to reduce annual per capita VMT of the entity’s community or workforce.
- Policies that preserve forest, agricultural, and open space lands.
- Adopted comprehensive land use plans or county/city/Tribal-wide planning policies that promote and support development patterns that encourage compact and transit-friendly communities and protect natural resources lands from conversion.

Agency Consideration of “Project Consistency” with State Goals to Reduce GHG Emissions and VMTs or Miles Travelled

RCW 70.235.070 requires project “consistency” with the state GHG emissions limits, and VMT reduction benchmarks within urban counties and reducing miles travelled within rural counties. Consistency assumes a compatibility or agreement with the limits or benchmarks. State agencies should approach this requirement by considering the many opportunities to reduce fossil fuel emissions and vehicle miles traveled in (1) how the entity sited the infrastructure or economic

development project, and (2) how the project is designed, constructed, and maintained. Below are examples that agencies could consider in determining whether a project is consistent with statewide GHG emissions reductions limits, and VMT reduction benchmarks or miles travelled.

Project Site – Does the project site reduce transportation-related emissions by being located in:

- Existing developed areas (e.g., high density areas, urban growth areas or designated urban centers) where services exist or are planned for;
- Areas where transportation choices can be efficiently provided;
- Areas where conversion of natural resources and rural land is prevented;
- Areas that promote transportation choices such as transit, bicycle, and pedestrian accessibility;
- Brownfield redevelopment areas; and
- Other areas that encourage the use of non-single occupancy vehicles and minimize the amount of land to be devoted to the project.

Project design, construction and operation – Will the methods used to develop the project reduce the use of fossil fuels (GHG emissions) and miles travelled by:

- Using high performance sustainable building design, such as the use of green building standards.
- Using green materials and high energy efficiency measures and appliances (Energy Star rated).
- Promoting the use of recycled content materials for building construction.
- Supporting environmental/ecological footprint improvements (e.g., energy efficiency, water conservation, habitat preservation, green alternatives, waste-to-energy, and lowering surface disturbance).
- Implementing new technologies, practices and equipment to lower energy use for operation.
- Using renewable energy (wind, geothermal, solar, etc.), distributed energy (solar photovoltaic (PV) panels), and/or purchased green power.
- Implementing commute trip reduction programs (i.e., programs included in applicable Growth and Transportation Efficiency Center (GTEC) plans).
- Enhancing the efficiency of regional transportation corridors in moving people among jurisdictions and modes of transportation.
- Reducing the energy consumption of a transportation system and the GHG emissions associated with the system.

Timeline for Implementation

As stated earlier, RCW 70.235.070 must be implemented during calendar year 2010. The law recognizes that state funding programs operate on different timelines and cycles. However, it is expected that state agencies will implement RCW 70.235.070 in their next call for applications.

To ensure consistency with implementation across programs and agencies, agencies are instructed to send Kathleen Drew, Governor's Executive Policy Advisor, a copy of their implementation plan

that includes a timeline of significant actions that will be taken prior to adoption. Her email address is Kathleen.drew@gov.wa.gov.

If you have any questions regarding implementation of RCW 70.235.070, please contact Kathleen at (360) 902-9818. In addition, please RSVP to Shannon Jaenicke in the Governor's Executive Policy Office at (360) 902-0648 or Shannon.jaenicke@gov.wa.gov if you plan to attend the implementation workshop on February 17, 2010.

Thank you for your efforts to implement this new requirement.

RCW 70.235.070 – EVALUATION OF APPLICATION OF INFRASTRUCTURE TO ECONOMIC DEVELOPMENT PROGRAMS

PROGRAM	AGENCY	RCW	RCW 70.235.070	COMMENTS
Public Works Trust Fund Construction Program	Commerce	43.155.010	Yes	Although project list requires legislative approval, statute directs that the Legislature may only remove projects and cannot add projects or change priorities. For that reason, the program is included.
Public Works Trust Fund Pre-Construction Program	Commerce	43.155.010(1)	Yes	
Public Works Trust Fund Planning Program	Commerce	43.155.010(1)	Yes	
Community Economic Revitalization Board – Traditional and Rural Program	Commerce	43.160.010	Yes	
Centennial Clean Water Fund Program	Ecology	70.146.010	Yes	Statute allows the department to consider protection of public health when distributing funds.
Water Pollution Control Revolving Fund Program	Ecology	RCW 90.50A.005 and Water Quality Act of 1987 (P.L. 100-4).	Yes	
Energy Freedom Program	Commerce	RCW 43.325.020	Yes	2009 legislation allows clean energy leadership council can add criteria.

RCW 70.235.070 – EVALUATION OF APPLICATION TO INFRASTRUCTURE & ECONOMIC DEVELOPMENT PROGRAMS

PROGRAM	AGENCY	RCW	RCW 70.235.070	COMMENTS
Boating Infrastructure Grant Program	Recreation and Conservation Office	Federal law	No-Fed Yes-State	US Fish & Wildlife selects projects from agency priority list. Could apply to state funds that supplement program for guest boat facilities.
Statewide Boat Pump-Out Program	Parks & Recreation Commission	Clean Vessel Act, PL 102-587, Title V, Subtitle F, Section 5602	Yes	Federal pass-through funds. Parks & Recreation Commission appears to have discretion to establish additional criteria.
Urban Corridor Program	TIB	Chapter 47.26	Yes	
Urban Arterial Program	TIB	Chapter 47.26	Yes	
Small City Arterial Program	TIB	Chapter 47.26	Yes	
Sidewalk Program	TIB	Chapter 47.26	Yes	
Local Airport Aid Grant Program	WSDOT	47.68.090	Yes	State funds only.
Historic County Courthouse Rehabilitation Grant Program	DAHP	Section 1085 of HB 1092 (2007 Capital Budget)	Yes	
Federal Community Development Block Grants - General Purpose Grant	Commerce	(Congressional) 42 USC 5301 (c)	Yes	Federal pass-through funds. Commerce must implement program consistent with HUD goals, which were amended in 2007 to include "sustainability." If this element is scored, would require Commerce to amend its state plan with HUD.

RCW 70.235.070 – EVALUATION OF APPLICATION TO INFRASTRUCTURE & ECONOMIC DEVELOPMENT PROGRAMS

PROGRAM	AGENCY	RCW	RCW 70.235.070	COMMENTS
Federal Community Development Block Grants - Enhancement Grant	Commerce	(Congressional) 42 USC 5301(c)	Yes	Federal pass-through funds. Commerce must implement program consistent with HUD goals, which were amended in 2007 to include "sustainability." If this element is scored, would require Commerce to amend its state plan with HUD.
Federal Community Development Block Grants – Economic Development Float Loan/Float-Funded Activity Grant Program	Commerce	(Congressional) 42 USC 5301(c)	Yes	Federal pass-through funds. Commerce must implement program consistent with HUD goals, which were amended in 2007 to include "sustainability." If this element is scored, would require Commerce to amend its state plan with HUD.
Pedestrian and Bicycle Program	WSDOT	Budget	Yes	
Safe Routes to School	WSDOT	Budget and federal grants	Yes	
Regional Mobility Grant Program	WSDOT	47.66.030 – .080	Yes	
Freight Mobility Investment Program	WSDOT	Chapter 47.76.230-.250	Yes	
Emergent Freight Rail Assistance Program	WSDOT	Chapter 47.76.230-.250	Yes	
Heritage Capital Projects Fund Program	Historical Society	27.34.330	Yes	
Building Communities Fund Program	Commerce	Chapter 43.63A.125	Yes	
Higher Education Coordinating Board Capital Budget Recommendation	Higher Education Coordinating Board	28B.76.210	Yes	
Community and Technical College Prioritized Capital Project List	State Board for Community and Technical Colleges	28B.50.090 and 43.88.090	Yes	

RCW 70.235.070 – EVALUATION OF APPLICATION TO INFRASTRUCTURE & ECONOMIC DEVELOPMENT PROGRAMS

PROGRAM	AGENCY	RCW	RCW 70.235.070	COMMENTS
Higher Education Prioritized Project List	Office of Financial Management	43.88D.010	Yes	
Drinking Water State Revolving Fund	Health/Commerce (PWB)	70.119A.170(1)	No	Federal pass-through funds. Federal rules require funds to be distributed entirely on three factors – public health, compliance, and affordability.
Water System Acquisition & Rehabilitation Program	Health/Commerce (PWB)	C 26 L 2003, Section 130 (Capital Budget)	No	Program is built on Capital Budget provisos and criteria appear within provisos.
Local Infrastructure Financing Tool (LIFT)	Commerce	Chapter 39.102	No	The Board can only apply the ten statutory criteria and does not have discretion to add criteria.
Disaster Public Assistance Program	Military	(Congressional) 42 USC 5121(b)	No	Eligibility determined by FEMA.
Pre-Disaster Mitigation Competitive Program	Military	(Congressional) Disaster Mitigation Act of 2000, Section 101, amending the Stafford Disaster Relief and Emergency Assistance Act		Federal pass-through funds. FEMA determines eligibility.
Land and Water Conservation Fund Program	Recreation and Conservation Office	Federal law	No	National Parks Service selects projects from agency priority list.
Surface Transportation Program – Regional Program	WSDOT	Federal law (SAFETEA-LU)	No	Funds distributed by MPOs and RTPOs. Eligibility determined by federal law.

RCW 70.235.070 – EVALUATION OF APPLICATION OF INFRASTRUCTURE TO ECONOMIC DEVELOPMENT PROGRAMS

PROGRAM	AGENCY	RCW	RCW 70.235.070	COMMENTS
Bridge Program	WSDOT	(Congressional) PL 109-59 (2005), Section 1114	No	Criteria set in federal law and based on bridge condition rating and ability to implement project.
Congestion Mitigation and Air Quality Program	WSDOT	Federal law (SAFETEA-LU)	No	WSDOT does not distribute funds. Federal law requires distributions to MPOs and RTPOs within the air quality non-attainment and maintenance areas.
Transportation Safety Program	WSDOT	Federal law (SAFETEA-LU)	No	Criteria set in federal law and based on state plan to improve safety and traffic conditions.
Small City Preservation Program	TIB	Chapter 47.26	No	Criteria set in statute and based largely on pavement condition rating.
Rural Arterial Program	CRAB	Chapter 36.79	No	Distribution is formula driven (RCW 36.70.080) and does not provide discretion to add criteria.
Arterial Preservation Program	CRAB	46.68.090	No	Funding based on formula as well as accident s and capacity.
Surface Transportation Program – Transportation Enhancement	WSDOT	Federal law	No	Federal law establishes 12 criteria that must be used to select projects. While some discretion is provided to greater weight to certain criteria, adding criteria is not allowed.

RCW 70.235.070 – EVALUATION OF APPLICATION TO INFRASTRUCTURE & ECONOMIC DEVELOPMENT PROGRAMS

PROGRAM	AGENCY	RCW	RCW 70.235.070	COMMENTS
Child Care Facility Fund Program	Commerce	43.31.502-514	No	Federal pass-through funds. No discretion to establish additional criteria that does not relate to child care or child health and welfare.
Housing Trust Fund	Commerce	43.185.010	No	Statute does not provide discretion to add criteria.
Rural Washington Loan Fund Program	Commerce	Chapter 43.168	No	Statute does not provide discretion to add criteria.
HUD Section 108 Loan Guarantee Program	Commerce	Federal law	No	Although Commerce reviews and applications, HUD must approve the loan, which is issued by a bank.
Public Works Trust Fund Emergency Loan Program	Commerce	43.155.010	No	Not a competitive program. Distributed due to emergency.
Community Revitalization Financing	DOR	SB 5045 (2009)	No	Not competitive program. Applications accepted on first-come, first-served basis.
Hospital Benefit Zones	DOR	Chapter 39.100	No	Not a competitive program.
Safe Drinking Water Action Grant Program	Ecology/Health	70.105D.070	No	Not competitive program because awards are generally based on emergency or hazard.
Drought Preparedness Grant and Loan Program	Ecology	43.83B.400	No	Distributed due to emergency.
Hazard Mitigation Grant Program	Military	(Congressional) 42 USC 5121 (b)	Yes	Distributed due to hazard or natural disaster.

RCW 70.235.070 – EVALUATION OF APPLICATION OF INFRASTRUCTURE TO ECONOMIC DEVELOPMENT PROGRAMS

PROGRAM	AGENCY	RCW	RCW 70.235.070	COMMENTS
Transportation Emergency Relief Program	WSDOT	(Congressional) 23 USC 125	No	Awarded on basis of emergency or hazard.
Road Transfer Program	TIB	Chapter 47.26	No	Not a competitive program.
Runway Safety Grant Program	WSDOT	47.68.010	No	Not a competitive program.
Farm Worker Housing Infrastructure Loan Program	Commerce	Budget	No	Not a competitive program.
Federal Community Development Block Grants - Imminent Threat Grant	Commerce	(Congressional) 42 USC 5301(c)	No	Not a competitive program. Funds distributed due to emergency.
K-12 Public School Construction Assistance Program	OSPI	Chapter 28A.525	No	Not a competitive program.
Clean Water Act Section 319 Grant Program	Ecology	(Congressional) 33 USC 1251	No	Not an infrastructure program within the context of E2SSB 5560. Federal pass-through grants to public bodies and non-profits for implementing the state's nonpoint source pollution control plan. Projects include implementation of water quality focused agricultural best management practices, riparian and wetland restoration and protection, education and outreach, and water quality monitoring.
Hood Canal Aquatic Rehabilitation Grants	Recreation and Conservation Office	90.88.030(7)	No	Not an infrastructure program within the context of E2SSB 5560. Funding is provided for studies and planning activities.

RCW 70.235.070 – EVALUATION OF APPLICATION TO INFRASTRUCTURE & ECONOMIC DEVELOPMENT PROGRAMS

PROGRAM	AGENCY	RCW	RCW 70.235.070	COMMENTS
Coordinated Prevention Grant Program	Ecology	70.105D.070	No	Not an infrastructure program within the context of E2SSB 5560. Focus of program is on solid waste planning, technical assistance, education, and recycling.
Safe Soils Remediation and Awareness Projects	Ecology	70.105D.070 and Chapter 70.140 RCW	No	Not an infrastructure program within the context of E2SSB 5560. Focus is removal of contaminated soils.
Flood Control Assistance Account Program	Ecology	86.26.020 and 050(1)	No	Funding is for management plans, feasibility studies, and non-infrastructure projects.
Washington Wildlife and Recreation Program	Recreation and Conservation Office	Chapter 79A.20.030	No	Not an infrastructure program within the context of E2SSB 5560. Focus is on parks, habitat acquisition or improvement, and farming.
Aquatic Lands Enhancement Account Grant Program	Recreation and Conservation Office	79.105.010	No	Not an infrastructure program within the context of E2SSB 5560. Focus is on acquisition, restoration, or development of aquatic lands for public purposes and for providing and improving public access to aquatic lands and associated waters.

RCW 70.235.070 – EVALUATION OF APPLICATION TO INFRASTRUCTURE TO INFRASTRUCTURE & ECONOMIC DEVELOPMENT PROGRAMS

PROGRAM	AGENCY	RCW	RCW 70.235.070	COMMENTS
Firearms and Archery Range Recreation Grant Program	Recreation and Conservation Office	79A.25.210-.230	No	Not an infrastructure program within context of E2SSB 5560. Focus is on land acquisition, renovation of ranges, picnic areas, and safety improvements.
Non-Highway and Off-Road Vehicles Activities Program	Recreation and Conservation Office	46.09.165 – .170 46.09.240 - .280	No	Not an infrastructure program within the context of E2SSB 5560. Focus is on land acquisition, nonhighway recreation facilities and maintenance.
Youth Athletic Facilities Program	Recreation and Conservation Office	43.99N.060	No	Not an infrastructure program within the context of E2SSB 5560. Focus is on land acquisition and renovation of athletic fields such as soccer and baseball.
Boating Facilities Program	Recreation and Conservation Office	79A.25.005 – .190	No	Not an infrastructure program within the context of E2SSB 5560. Focus is on boating ramps.
National Recreational Trails Program	Recreation and Conservation Office	Federal law	No	Not an infrastructure program within the context of E2SSB 5560. Focus is on trail maintenance and preservation.

RCW 70.235.070 – EVALUATION OF APPLICATION OF INFRASTRUCTURE TO ECONOMIC DEVELOPMENT PROGRAMS

PROGRAM	AGENCY	RCW	RCW 70.235.070	COMMENTS
Grade Crossing Protective Fund Grant Program	UTC	81.53.261	No	Not an infrastructure program within the context of E2SSB 5560. Focus is on installation of rail crossing protective devices.
Purchase of Development Easements Around Military Bases	OFM/Commerce	Budget	No	Not an infrastructure program within the context of E2SSB 5560. Focus is on acquisition of development easements/development rights.
Youth Recreational Facilities Program	Commerce	43.63A.135	No	Not an infrastructure program within the context of E2SSB 5560. Focus is on nonprofit youth organizations for facilities to deliver recreational, educational, and social nonresidential services to youths
Building for the Arts Program	Commerce	43.63A.750	No	Not an infrastructure program within the context of E2SSB 5560. Focus is on nonprofit organizations for facilities to deliver artistic and cultural programs.