

TIPINFO-5

Glossary of Funding Sources

(Revised January 2009)

Funding Source	Maximum Federal %	Explanation
Regionally Managed Federal Funds		
CMAQ Congestion Mitigation and Air Quality Improvement Program	86.5 ¹	Congestion Mitigation and Air Quality Improvement Program funds are for transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM). The two goals of improving air quality and relieving congestion were strengthened under SAFETEA-LU by a new provision establishing priority consideration for cost-effective emission reduction and congestion mitigation activities when using CMAQ funding. Specifically, priority for the funds must be given to diesel retrofits and other cost-effective emission reduction activities (taking into consideration air quality and health effects) and to cost-effective congestion mitigation activities that provide air quality benefits. PSRC selects these projects in its region. CMAQ funds must be invested in the region's nonattainment or maintenance areas, or to projects resulting in air quality benefits within those areas. Additional project eligibility information is available on PSRC's Web site, at http://www.psrc.org/projects/tip/applications/STP-CMAQ_Eligibility.pdf .
FTA Section 5307 Urbanized Area Funds	80 ^{2, 3}	Federal Transit Administration "formula" funds for capital and planning projects and programs that maintain public transit service such as maintenance, bus and fleet replacements, system preservation and ADA paratransit services. The funds may be used for operating assistance in some areas, but not all. PSRC selects these projects in its region in cooperation with the "designated recipients" within each of the three urbanized areas in the PSRC region. At least 1% of these funds must be programmed to "transit enhancement" projects in the large urbanized areas, i.e., over 200,000 in population. PSRC's region has one such area—the Seattle-Tacoma-Everett UZA. Further information about the types of planning, capital, operating and transit enhancement projects eligible for these funds is available at http://www.psrc.org/projects/tip/applications/FTA_Eligibility.pdf .
FTA Section 5309 Fixed Guideway Modernization	80	Federal Transit Administration "formula" funds for capital projects to modernize existing fixed guideway facilities. In this region, the eligible facilities are ferries, monorail, electric streetcars and trolley bus lines. PSRC selects these projects in its region. Further information about the types of transit projects eligible for these funds is available at http://www.psrc.org/projects/tip/applications/FTA_Eligibility.pdf .
FTA Section 5316 Job Access and Reverse Commute (JARC)	<u>Capital Projects</u> 80 <u>Operations</u> 50	Federal Transit Administration Job Access and Reverse Commute program "formula" funds are intended for development and maintenance of job access projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, and for reverse commute projects designed to transport residents of urbanized areas to suburban employment opportunities. PSRC selects these projects in the Seattle-Tacoma-Everett urbanized area (UZA). For the Bremerton and Marysville UZAs, and for the rural portions of PSRC's four-county region, PSRC provides a prioritized project list to WSDOT in determining which projects will receive these funds as a part of the State's Consolidated Grant Program.

Funding Source	Maximum Federal %	Explanation
FTA Section 5317 New Freedom (NF)	<u>Capital Projects</u> 80 <u>Operations</u> 50	Federal Transit Administration New Freedom Program "formula" funds are for projects providing new public transportation services and public transportation alternatives beyond those currently required by the Americans with Disabilities Act of 1990 (ADA). The funds assist disabled individuals with transportation services, including transportation to and from jobs and employment-support services. PSRC selects these projects to in the Seattle-Tacoma-Everett urbanized area (UZA). For the Bremerton and Marysville UZAs, and for the rural portions of PSRC's four-county region, PSRC provides a prioritized project list to WSDOT in determining which projects will receive these funds as a part of the State's Consolidated Grant Program.
STP(U) Surface Transportation Program (Urban)	86.5 ¹	Surface Transportation Program (STP) funds are for projects located inside its metropolitan area boundary (MAB) of a metropolitan planning organization (MPO) as defined in Title 23 U.S. Code (federal law). PSRC is the MPO for King, Kitsap, Pierce and Snohomish counties, and PSRC's MAB is that entire four-county area. In the PSRC region, such funds are used primarily inside the "federal-aid urbanized areas" and the "federal-aid urban areas." A map of these areas is available at the following location: http://www.psrc.org/projects/tip/applications/fedaidmap.pdf . The STP(U) category of federal transportation funds is the most "flexible." Eligible activities include traditional roadway projects as well as projects and programs that support transit, carpooling/vanpooling, bicycle/pedestrian travel, safety, traffic monitoring/management, and planning. PSRC selects these projects in its MAB region. (Also see STP(R), immediately below, and STP(E) below, under State Managed Federal Funds). Additional project eligibility information is available at http://www.psrc.org/projects/tip/applications/STP-CMAQ_Eligibility.pdf
STP(R) Surface Transportation Program (Rural)	86.5 ¹	STP(R) funds are for the same types of projects and programs eligible for STP(U) funds, but projects must be located in "rural areas" of the MPO's Metropolitan Area Boundary and outside its federal-aid urbanized and federal-aid urban areas. Generally, these rural areas have a population under 5,000. PSRC selects these projects in its MAB region.
State Managed Federal Funds		
BR Bridge Replacement or Rehabilitation	80 ¹	WSDOT selects the BR projects on state highways to receive these funds. The Bridge Replacement Advisory Committee (BRAC) selects which BR projects on city, town and county roadways will receive BR funds. The Regional TIP contains all the WSDOT-sponsored projects that use BR funds in the region.
IM Interstate Maintenance	90.66	WSDOT selects these projects which address only noncapacity improvements and HOV lanes on federal interstate highway facilities in Washington State.
NHS National Highway System	86.5 ¹	WSDOT selects these projects on portions of the Washington state highway system designated as National Highway System roadways.
PL Transportation Planning Funds	86.5 ¹	Federal highway funds for transportation planning activities done by an MPO or the state transportation agency. A project in PSRC's region using these funds is listed in the region's unified planning work program and <u>not</u> in its TIP.

Funding Source	Maximum Federal %	Explanation
FTA Sections 5303 and 5304 Transit Planning Funds	80	Federal Transit Administration funds for transit planning activities done by an MPO (5303 funds) or the state transportation agency (5304 funds). A project in PSRC's region using these funds is listed in the region's unified planning work program and <u>not</u> its TIP.
FTA Section 5310 Special Needs Transit Funds	80	Federal Transit Administration "formula" funds for elderly and disabled persons. WSDOT selects these projects as a part of the State's Consolidated Grant Program.
FTA Section 5311 Rural Transit Funds	80 ²	Federal Transit Administration "formula" funds for rural areas. WSDOT selects these projects as a part of the State's Consolidated Grant Program.
STP(E) Transportation Enhancements	86.5 ¹	<p>STP funds available through the Statewide Transportation Enhancements Program. These funds are available for enhancements to the transportation system. The state selects these projects, through a process coordinated by the state Transportation Improvement Board, WSDOT and—for this region—the PSRC.</p> <p>Note: The STP Transportation Enhancements Program funds 12 categories of nontraditional projects such as bicycle/pedestrian facilities, landscaping and historical preservation. Each category has specific eligibility requirements, and every project must demonstrate a relationship to the surface transportation system.</p>
STP(L) Flexible Funds	86.5 ¹	This is a portion of the STP flexible funds from SAFETEA-LU that may be used anywhere in the state. The Washington State Legislature and the Governor select these projects.
STP(S) Highway Safety Improvement Program	90	<p>This is a core safety program established by SAFETEA-LU using a portion of the STP funds. The objective of the safety program, as revised by SAFETEA-LU, is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. This program is subject to set-asides for high risk rural roads and the railway/highway crossing programs. These funds are made available to all state and local agencies and tribal nations within Washington and can be applied to all public roadways. Projects are prioritized and selected for funding based upon the WSDOT Strategic Highway Safety plan approved by the Governor in Fall 2006. The state prioritizes and selects projects for funding. Environmentally neutral and non-regionally significant safety projects may be included in a statewide safety grouping in the STIP. The various components of the safety program include the Intersection & Corridor Safety and the Rural Two-Lane County Roadway programs.</p> <p>Prior to SAFETEA-LU, STP(S) funds included only the Railway/Highway Crossing Program and the Hazard Elimination Safety (HES) Program.</p>
STP(W) Washington State Highway System	86.5 ¹	STP funds for projects on the Washington State highway system. WSDOT selects these projects.
Federally Managed Programs (Federal Funds Only)		
FTA Section 5308 Clean Fuels	(See endnote) ⁴	Federal Transit Administration "discretionary" funds for capital grants for clean fuel buses and related facilities in air-quality nonattainment and maintenance areas. Up to 25 percent of the funds may be used for "Clean Diesel" buses. The federal government selects these projects.

Funding Source	Maximum Federal %	Explanation
FTA Section 5309 New Starts	80	Federal Transit Administration "discretionary" funds for capital expenditures for new fixed-guideway public transit systems. The federal government selects these projects. Examples of "new start" projects include commuter rail projects and electric rail high capacity transit programs.
FTA Section 5309 Bus & Bus-Related Facilities	80	Federal Transit Administration "discretionary" funds for capital transit projects. The federal government selects these projects. Examples of "bus allocation" projects include bus acquisitions and multimodal transportation facilities.
FTA Section 5312 Research	(See endnote) ⁵	Federal Transit Administration "discretionary" funds for research, development, demonstration and deployment projects. The federal government selects these projects. Projects identified for these funds and located in PSRC's region are listed in a unified planning work program and <u>not</u> in the region's or state's TIP.
FTA Section 5339 Transit Alternatives Analysis	80	Federal Transit Administration funds are for alternatives analysis planning studies conducted to evaluate modal and multimodal alternatives and alignment options for the transportation needs in a particular corridor. These planning funds are available when at least one of the alternatives is a new fixed guideway system or an extension to an existing fixed guideway system. The federal government selects these projects on a statutory or discretionary basis.
BIA Bureau of Indian Affairs	100	See Federal Highway Lands Program under "FHWA (DISCR)" below.
DEMO (Including HP) Demonstration and High Priority Projects	80	Demonstration projects are identified through appropriation bills approved by Congress and administered through the Federal Highway Administration. This category also includes the <u>High Priority (HP) Projects</u> as designated by Congress for specific projects in TEA-21 and SAFETEA-LU. The HP designated funding can be used only for the projects as described in the SAFETEA-LU law (i.e., 23 U.S.C.117).

Funding Source	Maximum Federal %	Explanation
FHWA (DISCR) Discretionary Funding Programs	(The federal share amount for discretionary funds vary. Local agencies receiving these funds from FHWA sources should refer to the award letter provided them from WSDOT for the match ratio and other important information.)	<p>Discretionary funding is available through programs administered by the Federal Highway Administration. There are several FHWA discretionary programs available through national competition. These projects are selected by either the U.S. Congress or the FHWA. The following FHWA discretionary programs are available to projects in the PSRC region. (Also see "DEMO (Including HP)" above).</p> <p><u>Federal Highway Lands Program (FHLP)</u> is for transportation projects funded through the Bureau of Indian Affairs (BIA). The funds are for roads in National Parks (NP), National Forests (NF), National Wildlife Refuge (NWR) areas and other public lands. The federal government selects these projects through the BIA, NP, NF and Public Lands discretionary programs.</p> <p><u>Ferry Boat Discretionary (FBD)</u> funds are for the construction of ferry boats and ferry terminal facilities.</p> <p><u>Intelligent Transportation Systems (ITS) Program</u> provides funds for projects and programs that accelerate the integration and interoperability of intelligent transportation systems (ITS) across system boundaries. The ITS program goals are to improve transportation efficiency, promote safety, increase traffic flow, improve traveler information, enhance alternative transportation modes, build on existing intelligent transportation system projects and promote tourism.</p> <p><u>Interstate Maintenance Discretionary (IMD)</u> funds are for maintenance and preservation projects on the federal interstate highway system.</p> <p><u>Scenic Byways</u> grants provide funding for scenic byway projects on roads designated by the USDOT to have outstanding scenic, historic, cultural, natural, recreational, and/or archaeological qualities as All-American Roads and/or National Scenic Byways. Eligible projects include work to plan, design, designate and develop, state scenic byway programs and facilities.</p> <p><u>Transportation, Community and System Preservation (TCSP)</u> program is intended to address the relationships among transportation, community, and system preservation plans and practices and to identify private-sector-based initiatives—including transit-oriented development projects—to improve those relationships.</p> <p><u>Urban Partnership Agreement (UPA)</u> grants are part of a 2006 USDOT National Strategy to Reduce Congestion on America's Transportation Network ("Congestion Initiative") to relieve and reduce metropolitan area traffic congestion through joint efforts of state, regional and local officials. UPA grants help finance tolling, telecommuting, technology, and transit strategies.</p> <p>WSDOT's Highways and Local Roads Division will assist any agency wishing to submit an application for the FHWA discretionary programs.</p>
ER Emergency Relief	100	The federal government selects these projects. Projects in the region using these funds are <u>not</u> required to be identified in the Regional TIP or State TIP.
Other Federal Funding Sources Any Federal Source Not Otherwise Identified in this List	Varied	If required by applicable federal regulations, projects using such funds in this region are to be identified in the Regional TIP and State TIP.

Funding Source	Maximum Federal %	Explanation
Programs Using State and/or Local Funds Only		
UCP Urban Corridors Program (formerly TPP)		The state's Transportation Improvement Board selects these projects.
UAP Urban Arterial Program (formerly AIP)		The state's Transportation Improvement Board selects these projects.
Other State or Local Funding Source Any State or Local Source Not Otherwise Identified in this List		<p>Any state or local source not shown above. Sources include, but are not limited to, the following:</p> <p>Pedestrian Facilities Program (PFP). Transportation Improvement Board (TIB) selects these projects.</p> <p>City Hardship Assistance Program (CHAP). TIB selects these projects.</p> <p>Any other state funding program not listed above.</p> <p>County Arterial Preservation Program (CAPP). This state board selects these projects.</p> <p>Freight Mobility and Investment Board (FMSIB). The state's FMSIB is responsible for projection selection.</p> <p>Public Works Trust Fund (PWTF). The Washington State Department of Community, Trade and Economic Development selects the projects to receive funding from the PWTF.</p> <p>Rural Arterial Program (RAP). The state's County Road Administration Board selects these projects.</p> <p>Miscellaneous funds. Motor Vehicle Excise Tax (MVET); state gas tax; local funds, including those from both public and private organizations.</p>
<p>Endnotes:</p> <ol style="list-style-type: none"> 1. Maximum federal share is 90.66% if the project is on an interstate highway. 2. Maximum federal share is 50% if the project finances transit operating assistance. 3. In general, the federal share is 80%. However, the federal share can be increased to as much as 95% for exceptions related the Americans with Disabilities Act, the Clean Air Act, or the provision of bicycle facilities. The current version of FTA Circular C 9030.1C should be consulted for details about these exceptions. The on-line version is available at http://www.fta.dot.gov/laws/circulars/leg_req_4125.html. 4. The federal share depends on the nature of the project. For clean-fuels facility components the federal share is 90%, 83% for a clean-fuels bus. A rehab or retrofit of clean-fuels bus is 90% federal funds maximum. For questions about this match information, contact the FTA Region 10 office in Seattle, at 206-220-7954. 5. The federal share depends on the nature of the project. Most research projects are 100% federally funded. For Joint Partnership projects, the federal share is 50%. A less-than-100% federal share is required if the research will provide a financial benefit to the recipient of the federal funds. For example, the recipient will develop a new product that they intend to sell. For questions about this match information, contact the FTA Region 10 office in Seattle, at 206-220-7954. 		