

APPENDIX C

GLOSSARY OF FEDERAL RESOURCES

FEDERAL HIGHWAY ADMINISTRATION – TITLE I SOURCES

Accelerated Innovation Deployment Demonstration Program (Demo)

The Accelerated Innovation Deployment (AID) Demonstration program provides incentive funding for activities eligible for assistance in any phase of a highway transportation project between project planning and project delivery including: Planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals.

www.gpo.gov/fdsys/pkg/FR-2016-09-01/html/2016-21063.htm

Better Utilizing Investments to Leverage Development Transportation Grants Program (BUILD)

BUILD Transportation grants are for planning and capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. <https://www.transportation.gov/BUILDgrants>

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). <https://www.gpo.gov/fdsys/pkg/FR-2016-09-01/html/2016-21063.htm>

Federal Lands Access Program (FLAP)

The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

<https://flh.fhwa.dot.gov/programs/flap/>

Highway Infrastructure Program (HIP)

The Department of Transportation Appropriations Act, 2019, title I of division G, Public Law (Pub. L.) 116-6, appropriated \$3,250,000,000 for Highway Infrastructure Programs. Of such amount, \$2,729,000,000 shall be set aside and apportioned for activities eligible under section 133(b)(1)(A) of title 23, United States Code (U.S.C.), and for the elimination of hazards and the installation of protective devices at railway-highway crossings, and \$475,000,000 shall be set aside for a bridge replacement and rehabilitation program.

The remainder of the \$3,250,000,000 appropriated shall be set aside pursuant to the Act for other activities that are not the subject of this Notice. This includes \$16,000,000 set aside for activities

eligible under the Puerto Rico Highway Program as described in 23 U.S.C. 165(b)(2)(C); \$5,000,000 set aside for activities eligible under the Territorial Highway Program as described in 23 U.S.C. 165(c)(6); and \$25,000,000 set aside for the Nationally Significant Federal Lands and Tribal Projects program under section 1123 of the Infrastructure and Investment Jobs Act, Pub. L. 114-94. <https://www.fhwa.dot.gov/legsregs/directives/notices/n4510835/>

High Priority Project (HPP)

The High Priority Projects Program (pre-MAP-21 23 U.S.C. 117) provided designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU. The program was discontinued by MAP-21. <https://www.fhwa.dot.gov/programadmin/hpp.cfm>

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

<https://safety.fhwa.dot.gov/hsip/>

National Highway Freight Program (NHFP)

The FAST Act establishes a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:

- investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;
- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]

<https://www.fhwa.dot.gov/fastact/factsheets/nhfpfs.cfm>

National Highway Performance Program

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of

Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

<https://www.fhwa.dot.gov/fastact/factsheets/nhppfs.cfm>

Regional Surface Transportation Planning

RSTP provides flexible funding to Northern Virginia, and similar regions across the country, that may be used for projects to improve and preserve conditions and performance on federal-aid highways, public bridges and tunnels, bicycle and pedestrian infrastructure, and transit capital projects. In Virginia, these funds are available to Metropolitan Planning Organizations (MPOs) with populations greater than 200,000. While the NVTA is not a federally designated MPO, it fulfills this function for Northern Virginia.

<http://thenovaauthority.org/programming/cmaq-rstp/>

State Transportation Innovation Council (STIC)

The State Transportation Innovation Council Incentive program provides resources to help STICs foster a culture for innovation and make innovations standard practice in their States. Through the program, funding up to \$100,000 per State per Federal fiscal year is made available to support or offset the costs of standardizing innovative practices in a State transportation agency or other public sector STIC stakeholder. The program is administered by FHWA's Center for Accelerating Innovation.

<https://www.fhwa.dot.gov/innovation/stic/guidance.cfm>

Surface Transportation Block Program (STBG)

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

<https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

Transportation Alternatives Program (TAP)

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

<https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

FEDERAL TRANSIT ADMINISTRATION – TITLE III SOURCES

Section 5303, Section 5304 – Metropolitan and State Planning Program

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous and comprehensive, resulting in long-

range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

<https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304>

Section 5307 - Urbanized Area Formula Program

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning.

<https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

Section 5309 - New Starts

Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.

<https://www.transit.dot.gov/funding/grant-programs/capital-investments/fact-sheet-fixed-guideway-capital-investment-grants-new>

Section 5310 - Elderly & Persons with Disabilities Program

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

Section 5311 – Formula Grants for Rural Areas

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

<https://www.transit.dot.gov/rural-formula-grants-5311>

Section 5337 - State of Good Repair Grant Funds

The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

<https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337>

Section 5339 (a) - Alternatives Analysis Funding

The objective of the Alternatives Analysis program (49 U.S.C. 5339) is to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.

<https://www.transit.dot.gov/funding/grants/alternatives-analysis-5339>

Section 5333 (b) – Bus and Bus Facilities Discretionary Program

The purpose of the Bus Program is to improve the condition of the nation’s public transportation bus fleets, expand transportation access to employment, educational, and healthcare facilities, and to improve mobility options in rural and urban areas throughout the country.

<https://www.transit.dot.gov/funding/applying/notices-funding/5339b-bus-and-bus-facilities-discretionary-program-bus-program-2016>

Section 5339 (c) - Low or No Emission Vehicle Program

The Low or No Emission Competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Under the FAST Act, \$55 million per year is available until fiscal year 2020.

<https://www.transit.dot.gov/funding/grants/lowno>

Passenger Rail Investment and Improvement Act of 2008 (PRIIA)

Sec. 106 of this bill provides the authorization for capital and preventative maintenance projects for the Washington Metropolitan Area Transit Authority (WMATA).

<https://www.congress.gov/bill/110th-congress/house-bill/6003/text>

OTHER FUNDING SOURCES

AC	Advanced Construction
ACC	Advanced Construction Conversion
DOD – OEA	Department of Defense, Office of Economic
GARVEE	Grant Anticipation Revenue Vehicles (Bonds)
NPS	National Park Service
NRT	National Recreational Trails Program
P3	Private-Public Partnership
PRIV	Private Developer
WIP	WMATA Insurance Proceeds