

APPENDIX D
Glossary of Federal and Other
Funding Sources
Fiscal Year 2026-2029
Transportation
Improvement Program



Funding Sources

Federal Highway Administration

BFP - Bridge Formula Program

BFP funds may be used for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads.

<https://www.fhwa.dot.gov/bridge/bfp/20220114.cfm>

BIP - Bridge Investment Program

The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all levels of government to be direct recipients of program funds. Alongside states and federal lands management agencies, metropolitan planning organizations and local and tribal governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs.

<https://www.fhwa.dot.gov/bridge/bip/index.cfm>

BUILD - BUILD Discretionary Grants Program

The U.S. Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

<https://www.transportation.gov/BUILDgrants>

CFI - Charging and Fueling Infrastructure Discretionary Grant Program

The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a grant program created by the Infrastructure Investment and Jobs Act (IIJA) and is codified at 23 U.S.C. § 151. CFI Program investments will make infrastructure available to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants: (1) Community Charging and Alternative Fueling Grants (Community Program); and (2) Charging and Alternative Fuel Corridor Grants (Corridor Program). The IIJA provides \$2.5 billion over five years for this program.

<https://www.fhwa.dot.gov/environment/cfi/>

CMAQ - Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides a funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments and is codified at 23 USC Sec 149. CMAQ funds support state- and locally selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency

(EPA) to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter.

https://www.fhwa.dot.gov/environment/air_quality/cmaq/

CRP - Carbon Reduction Program

The Infrastructure Investment and Jobs Act (IIJA) established the Carbon Reduction Program (CRP) to provide funds for projects designed to reduce transportation emissions from on-road highway sources (§ 11403; [23 U.S.C. 175](#)). CRP is a [formula program](#) with funds apportioned directly to states. CRP funding is further suballocated based on population.

<https://www.fhwa.dot.gov/environment/crp/>

DEMO - Accelerated Innovation Deployment Demonstration Program

The AID Demonstration provides funding as an incentive for eligible entities to accelerate the implementation and adoption of innovation in highway transportation.

<https://www.fhwa.dot.gov/innovation/grants/#:~:text=The%20Accelerated%20Innovation%20Deployment%20%28AID%29%20Demonstration%20Program%20provides,implementation%20and%20adoption%20of%20innovation%20in%20highway%20transportation.>

EB/MG - Equity Bonus Program

The Equity Bonus provides funding to States based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under TEA-21.

<https://www.fhwa.dot.gov/safetealu/factsheets/equitybonus.htm#:~:text=The%20Equity%20Bonus%20provides%20funding%20to%20States%20based,the%20average%20dollar%20amount%20of%20apportionments%20under%20TEA-21>

FHWA-OJT - FHWA On the Job Training Grant

The Federal Highway Administration (FHWA) On-the-Job Training (OJT) Program is a part of FHWA's Equal Employment Opportunity (EEO) policies and procedures as set forth in FHWA regulations at 23 CFR Part 230, Subpart A. The successful implementation of OJT by a State Department of Transportation (State DOT) helps develop a competent and diverse workforce to meet current and future hiring needs for highway construction.

<https://highways.dot.gov/civil-rights/programs/on-the-job-training>

FLAP - Federal Lands Access Program

The Federal Lands Access Program (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. Funds will be allocated among the States using a statutory formula based on road mileage, number of bridges, land area, and visitation.

<https://highways.dot.gov/federal-lands/flap#:~:text=The%20Federal%20Lands%20Access%20Program%20%28Access%20Program%29%20was,adjacent%20to%2C%20or%20are%20located%20within%20Federal%20lands.>

FLTP - Federal Lands Transportation Program

The BIL continues to allocate FLTP funds for projects on Federal lands transportation facilities, which are facilities within or adjacent to, or that provide access to, Federal lands (national forests, national parks, national wildlife refuges, national recreation areas, and other Federal public lands) which are owned and maintained by the Federal government, and which appear in the national Federal Lands transportation inventory.

<https://highways.dot.gov/federal-lands/transportation>

HBP-Off System - Highway Bridge Program – Off System

To maximize the benefits of the program with respect to off-system bridges, the FHWA encourages States to use BFP funding on off-system bridges in proportion to the scale of each State's off-system bridge needs—particularly in relation to localities that historically have lacked resources for such projects. States are required to set aside 15 percent of their BFP funding to address off-system bridge needs. There is no provision authorizing States to reduce the minimum 15 percent set-aside amount, and the 15 percent set-aside is a minimum, not a maximum.

<https://www.fhwa.dot.gov/bridge/bfp/20220114.cfm>

HBRRP - Bridge Replacement and Rehabilitation Program

Agencies participate in the bridge program by conducting bridge inspections and submitting Structure Inventory and Appraisal (SI&A) sheet inspection data. Federal and local governments supply SI&A sheet data to the State agency for review and processing. Funds authorized for carrying out the Highway Bridge Replacement and Rehabilitation Program are available for obligation at the beginning of the fiscal year for which authorized and remain available for expenditure for the same period as funds apportioned for projects on the Federal-aid primary system.

<https://www.fhwa.dot.gov/bridge/hbrpr.cfm>

HIP – Highway Infrastructure Program

Highway Infrastructure Projects are capital projects eligible under title 23 of the United States Code.

HPP - High Priority Project

The High Priority Projects Program provides 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.

<https://www.fhwa.dot.gov/safetealu/factsheets/highpriproj.htm>

HSIP - Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) 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.

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

INFRA - The Nationally Significant Multimodal Freight & Highway Projects Discretionary Grant Program

INFRA (the Nationally Significant Multimodal Freight & Highway Projects program) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

<https://www.transportation.gov/grants/infra-grant-program>

NEVI - National Electric Vehicle Infrastructure Formula Program

The Infrastructure Investment and Jobs Act established the National Electric Vehicle Infrastructure (NEVI) Formula Program and was the first major Federal funding program that focuses on a nationwide deployment of EV charging infrastructure.

Ten percent of the NEVI Formula Program is set-aside for the Secretary of Transportation "to make grants to States and localities that require additional assistance to strategically deploy electric vehicle charging infrastructure."

https://www.fhwa.dot.gov/environment/nevi/evc_raq/

NHCBP - National Historic Covered Bridge Preservation Program

This program was established by Section 1224 of the Transportation Equity Act for the 21st Century (TEA21). The program provides funding to assist the States in their efforts to preserve, rehabilitate, or restore the Nation's historic covered bridges. For the purposes of this program, the term "historic covered bridge" means a covered bridge that is listed or eligible for listing on the National Register for Historic Places

<https://www.fhwa.dot.gov/bridge/covered.cfm>

NHFP - National Highway Freight Program

The BIL continues the National Highway Freight Program (NHFP) 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) and (b)]

<https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/nhfp.cfm>

NHPP - National Highway Performance Program

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. The NHPP funding is made available through the State transportation agencies. NHPP is an apportioned (formula) program, which means the funds are only made available to the States by a formula contained in law, which is different than a discretionary grant program where eligible applicants may competitively seek funding through a Notice of Funding Opportunity (NOFO).

<https://www.fhwa.dot.gov/specialfunding/nhpp/>

NSBP - National Scenic Byways Program

The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. Established in [Title 23, Section 162 of the United States Code](#) under the Intermodal Surface Transportation Efficiency Act of 1991 and reauthorized and expanded significantly in 1998 under TEA-21 and again under [SAFETEA-LU](#) in 2005, the program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States.

https://www.fhwa.dot.gov/hep/scenic_byways/

PL/MPP - Metropolitan Planning Program

The BIL continues the Metropolitan Planning Program, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm

PRIIA - Passenger Rail Investment and Improvement Act

PRIIA authorizes the appropriation of funds to the US DOT for fiscal years 2009-2013 to award grants to Amtrak to cover operating costs, capital investments, including in part, efforts to bring the NEC to a state-of-good-repair, and repayment of Amtrak's long-term debt and capital leases [§101, §102].

<https://railroads.dot.gov/elibrary/overview-highlights-and-summary-passenger-rail-investment-and-improvement-act-2008-priia>

PROTECT-F - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Formula Funding

The Bipartisan Infrastructure Law established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program with funds apportioned directly to State departments of transportation to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

<https://www.fhwa.dot.gov/environment/protect/formula/>

PROTECT-G - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Discretionary Grant

The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program is a competitive grant program created by the Bipartisan Infrastructure Law to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. The Bipartisan Infrastructure Law provides over \$1.4 billion over five years through this program to fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.

<https://www.fhwa.dot.gov/environment/protect/discretionary/>

RCP - Reconnecting Communities Pilot Grant Program

The Infrastructure Investment and Jobs Act established the Reconnecting Communities Pilot (RCP) Program to advance community-centered transportation connection projects, with a priority for projects that benefit low-capacity communities. RCP focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster development and restoration, and provide technical assistance to further these goals.

<https://www.transportation.gov/reconnecting>

RTP-NPS - Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

https://www.fhwa.dot.gov/environment/recreational_trails/

SRTS - Safe Routes to School Program

The SRTS Program was established in August 2005 as part of SAFETEA-LU. Section 1404 of this legislation provided funding (for the first time) for State Departments of Transportation to create and administer SRTS programs. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

https://www.fhwa.dot.gov/environment/safe_routes_to_school/

STBG - Surface Transportation Block Program

The Surface Transportation Block Grant (STBG) program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBG program funding is made available through the State transportation agencies. STBG is an apportioned (formula) program, which means the funds are only made available to the States by a formula contained in law, which is different than a discretionary grant program where eligible applicants may competitively seek funding through a Notice of Funding Opportunity (NOFO).

<https://www.fhwa.dot.gov/specialfunding/stp/#:~:text=The%20Surface%20Transportation%20Block%20Grant%20%28STBG%29%20program%20provides,on%20any%20public%20road%2C%20pedestrian%20and%20bicycle%20infrastructure>

STIC - State Transportation Innovation Council

The Federal Highway Administration (FHWA) State Transportation Innovation Council (STIC) Incentive program provides resources to help STICs foster a culture of innovation and make innovation standard practice in their States. The program funds up to \$125,000 per STIC per Federal fiscal year to support or offset the costs of standardizing innovative practices in a State transportation agency (STA) or another public-sector STIC stakeholder.

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

SMART - Strengthening Mobility and Revolutionizing Transportation Grant Program

The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.

<https://www.transportation.gov/grants/SMART>

TAP - Transportation Alternatives Program

The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

https://www.fhwa.dot.gov/environment/transportation_alternatives/

TID - Technology and Innovation Deployment Program

The FAST Act continues the Technology and Innovation Deployment Program, funding efforts to accelerate the implementation and delivery of new innovations and technologies that result from highway research and development to benefit all aspects of highway transportation.

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

TIFIA - Transportation Infrastructure Finance and Innovation Deployment Program

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Many surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance.

https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_credit_assistance/tifia/

Earmark-CPF – Earmark-Community Project Funding

FEDERAL – Federal

NRPP-NPS – National Park Roads and Parkways (NPS)

RTPFED – Federal

SP – Special Project

SPR – State Planning & Research Program

Federal Transit Administration

ICAM - Sect. 3006 (b) – Innovative Coordinated Access and Mobility Program

Access and Mobility Partnership Grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers. This program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.

<https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants#:~:text=Section%203006%20%28b%29%20of%20the%20Fixing%20America%E2%80%99s%20Surface,population%20that%20improve%20the%20coordination%20of%20transportation%20services>

s.20005(b) - Pilot Program for Transit-Oriented Development Planning

The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

<https://www.transit.dot.gov/TODPilot>

Sect. 5303 - Metropolitan Transportation Planning Program & Sect. 5304 - Statewide Transportation Planning Grant

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

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

Sect. 5307 - Urbanized Area Formula Program

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more.

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

Sect. 5308 - Clean Fuels Grant Program

Section 3010 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub. L. No. 109-59, 119 Stat. 1144, 1572 (2005), amended section 5308 of title 49 United States Code, commonly referred to as the Clean Fuels Grant Program, from a formula-based to a discretionary grant program.

The program has a two-fold purpose. First, the program was developed to assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide (CO). Second, the program supports emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.

<https://www.transit.dot.gov/funding/grants/clean-fuels-grant-program-5308>

Sect. 5309 - Capital Investment Grant

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years.

Each type of CIG project has a unique set of requirements in the law, although many similarities exist among them. To be eligible to receive a CIG construction grant, all proposed projects must go through a multi-year, multi-step development process outlined in the law. FTA is required to evaluate and rate CIG projects on statutorily defined project justification and local financial commitment criteria that differ by project type, and a project must receive at least a "Medium" overall rating to advance through the steps in the process and receive a construction grant award.

<https://www.transit.dot.gov/CIG>

Sect. 5309B - Bus

The Bus and Bus Related Equipment and Facilities program (Bus program) provides capital assistance for new and replacement buses, related equipment, and facilities. It is a discretionary program to supplement formula funding in both urbanized and rural areas.

<https://www.transit.dot.gov/funding/grants/bus-and-bus-facilities-5309-5318>

Sect. 5309FG - Fixed Guideway

The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities: Modernization of existing rail systems (Fixed Guideway Modernization program), New and replacement buses and facilities ([Bus and Bus Related Equipment and Facilities program](#)), and New fixed guideway systems ([New Starts program](#) and Small Starts).

Eligible activities are capital projects to modernize or improve existing fixed guideway systems, including purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance.

<https://www.transit.dot.gov/funding/grants/grant-programs/fixed-guideway-modernization-5309-b2>

Sect. 5309 - New Starts

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement: Project Development and Engineering.

<https://www.transit.dot.gov/CIG>

Sect. 5310 - Elderly and Persons with Disabilities Program

This program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups. Formula funds are apportioned to direct recipients; for rural and small urban areas, this is the state Department of Transportation, while in large urban areas, a designated recipient is chosen by the governor.

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

Sect. 5311 - Non-urbanized Area Formula Program

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>

Sect. 5312 - Public Transportation Innovation

Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

<https://www.transit.dot.gov/funding/grants/public-transportation-innovation-5312>

Sect. 5324 - Emergency Relief Program

Helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. It provides

authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.

<https://www.transit.dot.gov/funding/grants/grant-programs/public-transportation-emergency-relief-program-5324>

Sect. 5333 (b) – Labor Protection Certifications

<https://www.dol.gov/agencies/olms/compliance-assistance/mass-transit-employee-protections>

Sect. 5337-SGR - State of Good Repair Program

The formula component of 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 motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas. Additionally, State of Good Repair formula grants are eligible for developing and implementing Transit Asset Management plans. An urbanized area is one that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census, as an 'Urban Area' with a population of 50,000 or more.

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

Sect. 5339 - Bus and Bus Facilities Formula Program

Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, the Grants for Buses and Bus Facilities program (49 U.S.C. 5339) includes two competitive components: the [Bus and Bus Facilities Competitive Program](#) and the [Low or No Emissions Bus Vehicle Program](#). Please see the program [fact sheet](#) for additional information.

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

Sect. 5339 (b) - Bus and Bus Facilities Discretionary Program

The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

<https://www.transit.dot.gov/bus-program>

Sect. 5339 (c) - Low or No Emissions 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.

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

TIIF - Transit Infrastructure Investment Funding

Other Federal

DHS - Department of Homeland Security

DOD - Department of Defense

DOI - Department of the Interior – Public Lands

FRA EARMARK - Federal Railroad Administration

NPS - National Park Service

State

DC/STATE - State or District Funding

SBD - State Bonds

State (NM) - State (Non-Match)

URBAN FLEX - State Urban funding flexed to FTA projects

Local

NVTA - Northern Virginia Transportation Authority

The Authority's primary function is to develop and update a regional transportation plan for Northern Virginia, conduct project planning, prioritization and funding of transportation projects for counties and cities embraced by the Authority. All moneys received by the Authority and the proceeds of bonds and other debt instruments are required to be used solely for transportation purposes benefiting the member jurisdictions. Of the HB 2313 revenues received, 30% are distributed to member jurisdictions on a pro rata basis (based on contributions to total revenue) for transportation projects and purposes authorized under § 33.2-2510 and selected by the Member Jurisdiction. 70% of the HB 2313 revenues are pledged to the payment of bonds and other debt instruments and will otherwise be available to fund regional transportation projects contained in the regional transportation plan in accordance with § 33.2-2500 and that have been rated in accordance with § 33.2-257.

<https://thenovaauthority.org/funding/>

LBD - Local Bonds

Local - Local

Local NM - Local (Non-Matching)

TD - Tax District

Other

AMTRAK – AMTRAK

<https://www.amtrak.com/grants?msockid=2baee7cc3df360c43160f2493cf461af>

BAB - Build America Bureau

The Bureau offers several programs to provide project finance assistance to State, local, and private project sponsors. These are customizable credit instruments that reduce project costs and increase flexibility. With our credit programs, State and local project sponsors have the ability to accelerate delivery of needed infrastructure projects, often in partnership with private sector investors.

<https://www.transportation.gov/buildamerica/financing>

DAR - Defense Access Road Program

The Defense Access Road (DAR) Program provides a means for the military to pay their share of the cost of public highway improvements necessary to mitigate an unusual impact of a defense activity. An unusual impact could be a significant increase in personnel at a military installation, relocation of an access gate, or the deployment of an oversized or overweight military vehicle or transporter unit.

<https://highways.dot.gov/federal-lands/defense-access>

GARVEE - Grant Anticipation Revenue Vehicles (Bonds)

GARVEE is a type of anticipation vehicle, which are securities (debt instruments) issued when moneys are anticipated from a specific source to advance the upfront funding of a particular need. In the case of transportation finance the anticipation vehicles' revenue source is expected Federal-aid grants.

https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_debt_financing/garvees/

HSIPR - High Speed Intercity Passenger Rail Program

The Federal Railroad Administration (FRA) periodically solicits applications and proposals for the High-Speed Intercity Passenger Rail (HSIPR) Program.

<https://railroads.dot.gov/grants-loans/high-speed-intercity-passenger-rail-program-hsipr>

P3 - Public-Private Partnership

P3s can be used to procure new-build facilities, including developing new transportation assets; or the upgrading or expanding an existing facility. These may be structured as a design-build-finance (DBF), design-build-finance-maintain (DBFM), design-build-finance-operate-maintain (DBFOM), or any other delivery method that combines design, construction, operations, or maintenance functions with a private finance component. A P3 concession can also be used to lease existing publicly financed, revenue-generating facilities to private sector investor operators for a specified period of time. During this time, the lessee has the right to collect revenues such as tolls on the facility in return for bearing operations and maintenance responsibilities and in select instances receive a lump-sum or periodic payment from the public owner.

https://www.fhwa.dot.gov/ipd/p3/toolkit/publications/other_guides/p3_procurement_guide_0319/ch_1.aspx#s11

PPTA - Public-Private Transportation Act

The Public-Private Transportation Act of 1995, Va. Code Ann. §§ 56-556, et seq. (the “PPTA”) as amended, grants responsible public entities the authority to create public-private partnerships for the development of transportation facilities for public use (“qualifying transportation facilities”) if the public entity determines that it serves the public purposes of the PPTA.

<https://www.arlingtonva.us/Government/Programs/Budget-Finance/Purchasing/Public-Private-Transportation-Act-PPTA>

PTF - Priority Transportation Fund (VA)

<https://law.lis.virginia.gov/vacode/title33.2/chapter15/section33.2-1527/>

BOA – Bonus Obligation Authority

BONDS - Bonds

CONCESSION - Concession Funds

DEFICIT - Payout Deficit

Earmark-GSA - Earmark – General Services Administration

FBE - Fair Box Escrow

GSA EARMARK - General Services Administration

OC - Open Container

P - Proffers

PRIVATE - Private

REVSH - Revenue Sharing

RTPBND - Bonds

SR - Surplus Toll Revenues

TBD - Future-TBD

TF - Toll Financing