

## Codes and Abbreviations Overview

Various codes and abbreviations are used in the project descriptions for the phase of work and source of funds. These codes and abbreviations are explained below.

### Air Quality Codes

An alphanumeric air quality (AQ) coding scheme has been developed for all projects. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes.

For non-exempt projects, the first conformity “analysis year” following the project’s opening or projected completion is listed: 2025, 2030, 2035, 2045, or 2050. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project of the final conformity rule (40 CFR 93) is defined as a project listed in Table 39: that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC indicates the specific exempt code in the project descriptions. In cases in which multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Table 39: and Table 40: provide a complete list of exempt and non-exempt categories and corresponding AQ codes.

Projects that have been determined to be Not Regionally Significant as defined in the final conformity rule and do not fit into an exempt category have been labeled “NRS.”

### Long-Range Plan ID

The Long-Range Plan ID (Major Regional Project ID) indicates if a project is identified as a Major Regional Project in the DVRPC Long-Range Plan with the corresponding ID number.

### Status Codes

DVRPC has developed a coding scheme for projects that have been determined to be “new” projects in the TIP. New projects in the TIP are denoted with one of three status codes: NEW, NEW-B, or RETURN. These status codes indicate which projects were not programmed in the final version of the preceding TIP (FY2021–FY2024) and assist in establishing the origin of these projects.

Table 39: AQ Codes for DVRPC Exempt Projects

EXEMPT PROJECT CATEGORY		AQ CODE	EXEMPT PROJECT CATEGORY		AQ CODE
SAFETY	Railroad/Highway Crossing	S1	MASS TRANSIT	Operating assistance to transit agencies	M1
	Hazard Elimination Program	S2		Purchase of support vehicles	M2
	Safer Non-Federal-Aid System Roads	S3		Rehabilitation of transit vehicles	M3
	Shoulder Improvements	S4		Purchase of office, shop, and operating equipment for existing facilities	M4
	Increasing Sight Distance	S5		Purchase of operating equipment for vehicles (e.g., radios, fare boxes, lifts, etc.)	M5
	Safety improvement program	S6		Construction or renovation of power, signal, and communications systems	M6
	Traffic control device and operating assistance other than signalization projects	S7		Construction of small passenger shelters and information kiosks	M7
	Railroad/highway crossing warning devices	S8		Reconstruction or renovation of transit buildings and structures	M8
	Guardrails, median barriers, crash cushions	S9		Rehabilitation or reconstruction of track structures, track, and tracked-in existing rights-of-way	M9
	Pavement resurfacing and/or rehabilitation	S10		Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10
	Pavement marking demonstration	S11		Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11
	Emergency relief (23 U.S.C. 125)	S12	OTHER PROJECTS	Specific activities that do not involve or lead directly to construction, such as planning and technical studies	X1
	Fencing	S13		Grants for training and research programs	X2
	Skid treatments	S14		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Safety roadside rest areas	S15		Federal aid systems revisions	X4
	Adding medians	S16		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
	Truck-climbing lanes outside the urbanized area	S17		Noise attenuation	X6
	Lighting improvements	S18		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Acquisition of scenic easements	X8
	Emergency truck pullovers	S20		Plantings, landscaping, etc.	X9
AIR QUALITY	Continuation of ridesharing, van-pooling promotion activities at current levels	A1	Sign removal	X10	
	Bicycle and pedestrian facilities	A2	Directional and informational signs	X11	
NOT REGIONALLY SIGNIFICANT PROJECTS	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS	Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12	
			Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13	
Intersection channelization projects		R1	Truck size and weight inspection stations	R4	
Intersection signalization projects at individual intersections		R2	Changes in vertical and horizontal alignment	R5	
Interchange reconfiguration projects		R3	Bus terminals and transfer points	R6	

Source: DVRPC, 2022

Table 40: Air Quality Analysis Years for DVRPC Non-Exempt Projects

Non-Exempt Project Category		AQ Code
PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL	Regionally Significant, non-exempt projects included in the 2025 network and all subsequent analysis years.	2025M
	Regionally Significant, non-exempt projects included in the 2030 network and all subsequent analysis years.	2030M
	Regionally Significant, non-exempt projects included in the 2035 network and all subsequent analysis years.	2035M
	Regionally Significant, non-exempt projects included in the 2040 network and all subsequent analysis years.	2045M
	Regionally Significant, non-exempt projects included in the 2050 network and all subsequent analysis years.	2050M

Source: DVRPC, 2022

Notes on Table 39: and Table 40:

Both exempt and NRS project categories adhere to 40 CFR 93 Sections 126 and 127.

In the coarse particulate matter non-attainment or maintenance area, rehabilitation of transit vehicles is exempt only if they comply with control measures in the applicable implementation plan.

Projects indicated as “NEW” have never been programmed in a prior-year TIP. These projects are programmed in the TIP for the absolute first time. Projects indicated as “NEW-B” are new “break-out” projects that have been “broken out of,” or derived from, an existing TIP project. Lastly, projects indicated as “RETURN” have previously been programmed in a prior-year TIP but, through a variety of circumstances, have returned to be programmed in the FY2023 TIP.

## Planning Center Notation

The Greater Philadelphia region is a mosaic of 350 townships, boroughs, and cities, each making their own land use decisions. In an effort to categorize and simplify types of communities and corresponding long-range planning policies, DVRPC organized the region into seven Center types as part of the development of *Connections 2050*. Those seven areas are Metropolitan Center (Center City/ University City/ Camden Central Business District); Metropolitan Subcenters, which reflects their magnitude of jobs and commercial activity; Suburban Centers, which are larger geographical areas that may be represented by a developed corridor and can cross municipal boundaries and are defined as primarily single-use districts, such as office, retail, professional, and light industrial; Town Centers, which have a mixture of high-density residential and commercial land uses that also display a unique history and sense of place, and are often identifiable by a thriving downtown or main street that is pedestrian friendly and transit oriented; Rural Centers, which, like Town Centers, have a mix of land uses, a higher density than surrounding areas, and often an identifiable smaller-scale downtown or main street; Planned Centers, which are newly constructed Town-Center-type developments, usually built by a single developer, on greenfield sites within Growing Suburbs or Rural Areas and also found in Developed Communities through redevelopment on greyfields, often calling for traditional neighborhood development and incorporating a mix of uses at higher density that support transit and walkability; and Neighborhood Centers, which are recognizable places with a mix of commercial, retail, anchor institutional, and residential activities, which have an identifiable main street or focal point, are walkable, and

have a unique history or sense of a community within the larger city setting. “Planning Center” is a notation in the TIP project description.

## IPD

DVRPC uses the IPD methodology to comply with Title VI of the Civil Rights Act and follow the guidance of the EJ mandate by mapping communities of concern under federal guidance and comparing this location-based information to the allocation of the Commission's plans, programs, and planning process. The population groups assessed at the census tract level include Youth, Older Adults, Female, Racial Minority, Ethnic Minority, Foreign Born, Persons with Disabilities, Limited English Proficiency, and Low-Income. The IPD methodology uses ACS data to find the concentration of each of the nine IPD population groups listed above and within the TIP, and uses this information to analyze the distribution of FY2023 mappable projects. The distribution of projects may indicate if communities of concern are experiencing disproportionate impact or possibly being excluded from benefits of TIP projects. This information is shared during the project selection process and displayed in this report.

The IPD analysis methodology also generates a score for each census tract for each individual indicator and a summary score for all nine indicators to compare the allocation of projects within the FY2023 projects. The score calculation is determined by standard deviations relative to an indicator's regional average. The data for each of the indicators in the IPD analysis are split into five bins with an associated score: Well Below Average (score of 0); Below Average (score of 1); Average (score of 2); Above Average (score of 3); and Well Above Average (score of 4). A summary score of all nine indicators for each census tract (ranging from 0 to 36) is used to show regional concentrations of populations of interest defined by Title VI and EJ. (See Figure 5: in Chapter 3: “Responding to Environmental Justice and Title VI Concerns”). These summary scores are then organized into five categories—from “Well Below Average” to “Well Above Average”—to allow for regional comparisons and evaluation: Well Below Average (scores from 0 to 11); Below Average (scores from 12 to 15); Average (score of 16-19); Above Average (scores from 20 to 23); and Well Above Average (scores from 24 to 36).

## CMP Notation

Certain projects have been determined to be major capacity or operational improvements and found consistent with DVRPC's CMP. They are noted as such in the TIP description, with indications of whether supplemental strategies for addressing congestion are required and in which subcorridor. The CMP category of Major SOV Capacity Projects refers to projects that add capacity or improve operations in a way that impacts regional travel patterns. This review considers, although is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects.

## Freight Corridor Initiative

Projects that have a direct, significant impact on the flow of goods along strategic freight corridors or that improve NHS connector routes to intermodal facilities are noted as integral to the Delaware Valley Freight Corridors Initiative.

## Phase of Work Abbreviations

**CAL (Capital Acquisition Lease)**—Involves lease payments attributable to the acquisition, through financial leasing arrangements for various capital assets for transit operator.

**CAP (Capital Asset Construction)**—Involves construction of buildings, structures, equipment, or intellectual property for transit operator.

**CON (Construction)**—Involves the actual building of a project.

**DS (Debt Service)**—Involves scheduled payments due for principal and interest on bonds for transit operator.

**EC (Engineering/Construction)**—Funding can be used for both design and construction costs.

**ER (Engineering/Right-of-Way)**—Funding can be used for both design and right-of-way costs.

**ERC (Engineering/Right-of-Way/Construction)**—Funding can be used for design, right-of-way, and construction costs.

**FD (Final Design)**—The refinement of the Initial Preferred Alternative (IPA) based on environmental studies, community input, and the needs of the traveling public. (In the New Jersey TIP, Final Design is designated as “DES.”)

**OP (Operations Phase)**—Funding can be used for any activity required for the operation of a transit system.

**PE (Preliminary Engineering)**—The process of advancing Preliminary Engineering and obtaining formal community and environmental approval of the IPA.

**PRA (Planning, Research, and Administration)**—Involves planning, research, or administrative projects.

**PUR (Purchase of Equipment)**—Involves the purchasing of equipment.

**ROW (Right-of-Way Acquisition)**—Involves purchasing the land needed to build a project.

**UTL (Utilities)**—Utility relocation work associated with a project.

## Federal Highway Funding Sources Abbreviations

**“\*” (Advanced Construct)**—In the TIP project listings section, an asterisk (\*) after a fund code indicates that the phase has been initiated as advanced construct using state funds and will be “converted” to federal funds. Advanced construct is a finance tool that allows PennDOT to secure federal authorization for a project without tying up any federal funds or obligation authority. There are a couple of advantages to using advanced construct financing: First, advanced construct is used for large construction projects that span two or more construction seasons. Advanced construct frees up and allows PennDOT to use federal obligation authority that might have been used for that project on several other projects. This allows PennDOT to have multiple projects in construction at one time versus only having one project in construction. Secondly, PennDOT uses advanced construct to authorize new project phases that will be implemented in the last quarter of the federal FY (July, August, and September), when funds and obligation authority are generally scarce. Nearly all advanced construct cases represent the borrowing of future federal funds.

**BOF or BRIDGE OFF (Federal Bridge Program)**—Provides funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete.

**BRIP (Bridge Improvement Program)**—Provides funding for the replacement, rehabilitation, preservation, protection, or construction of highway bridges over 20 feet in length.

**CAQ or CMAQ (Congestion Mitigation and Air Quality Improvement Program)**—Federal funding for projects that improve air quality and/or relieve congestion without adding new highway capacity. This funding also provides funding to areas in non-attainment or maintenance for ozone, CO, and/or particulate matter. States that have no non-attainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending.

**FLEX (Flexible funds)**—Federal funding anticipated to be transferred from the FHWA to the FTA, in support of a transit or highway project.

**HSIP (Highway Safety Improvement Program)**—Federal funding for projects or strategies included in the state Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or address a highway safety problem.

**INFRA (Infrastructure for Rebuilding America)**—A federal discretionary grant program that was established in July 2017 to replace the FASTLANE program, which was newly authorized under the FAST Act, and continued under the IIJA/BIL. The INFRA program is a competitive federal grant to fund freight and highway projects across the country.

**National Highway Freight Program (NFP or NHFP)**—Funding for this program provides for the efficient movements of freight on the National Highway Freight Network (NHFN) and supports the freight investment plan in the state’s freight plan. The NHFN has four components: Primary Highway Freight System (PHFS), Critical Rural Freight Corridors, Critical Urban Freight Corridors, and portions of the Interstate Highway System that are not part of the PHFS.

**National Highway Performance Program (NHPP)**—Provides funding used to support the condition and performance of the enhanced NHS and to construct new facilities on the NHS that support national performance goals. Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements.

**National Highway Performance Program – Interstate Management (NHPP-IM)**— Provides funding used to support the condition and performance of the enhanced NHS and to construct new facilities on the NHS that support national performance goals. Eligible activities broadly vary and include workforce development and training, construction of bridges, tunnels, highways, and bicycle and pedestrian facilities, and ITS capital improvements as examples. This funding source is used on projects in the IMP.

**National Highway Performance Program Statewide Reserve (NHPP Reserve)**—Funding reserved from the federal allocation and then distributed to specific projects chosen by the secretary of transportation for the Commonwealth of Pennsylvania. Provides funding used to support the condition and performance of the NHS and to construct new facilities on the enhanced NHS that support national performance goals. Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements, as examples.

**RAISE (Rebuilding American Infrastructure with Sustainability and Equity)** – Replaces the pre-existing Better Utilizing Investments to Leverage Development (BUILD) grant program, and the Transportation Investment Generating Economic Recovery (TIGER) grant program before that. RAISE prioritizes projects that can demonstrate improvements to racial equity, reduce impacts of climate change, create good-paying jobs, and have a local or regional impact. See [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants) for more details.

**RRX (Rail Highway Grade Crossing)**—Federal funding for safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings.

**sHSIP (HSIP Set Aside Program)**—Federal funds set aside for merit-based projects submitted by PennDOT Engineering Districts in partnership with area planning partners (MPOs/RPOs) and selected by PennDOT’s Highway Safety & Traffic Operation Division and PennDOT’s CPDM. These infrastructure-related safety projects must implement focus areas from the current Pennsylvania SHSP using Data Driven Safety Analysis. Submissions are submitted and accepted on a two-year cycle.

**SPIKE or SPK or ‘s’+Fund (Federal Spike Funds–NHPP/STP/STU Funds)**—Funding reserved from federal allocations and then distributed to specific projects chosen by the secretary of transportation for the Commonwealth of Pennsylvania. Several variations of SPIKE funding are coded. (Example: SPK-NHPP for NHPP SPIKE funds).

**SRTSF (Safe Routes to School Federal-Aid)**—Federal funding that can be used for programs and projects that encourage children and their parents to walk and bicycle safely to school.

**STP (Surface Transportation Block Grant Program/STBG)**—Federal flexible funding that may be used on any federal-aid highway, bridge project, public road, transit capital project, and intracity and intercity bus terminals and facilities. Previously known as the Surface Transportation Program (STP).

**STU (Surface Transportation Block Grant Program-Urban Allocation)**—Federal funding previously made available under various smaller federal-aid categories, as well as a broad, flexible component that is allocated based on federal formulas to areas with populations over 200,000. Previously known as Surface Transportation Program Urban Allocation.

**SXF**—Special federal funding from congressional earmarks provided under ISTEA, TEA-21, SAFETEA-LU, and the IIJA/BIL or subsequent appropriations.

**TAP or TAU (Surface Transportation Block Grant Programs Set-Aside)**—This program is formally known as Transportation Alternatives. Fifty percent of the funds allocated to each state are based upon populations greater than 200,000. A competitive process for selection of projects must take place. The fund code for this allocation is designated as TAU. The other 50 percent of funds are available to any area of the state and is to be held in a statewide reserve that requires a statewide competitive process for selection of projects. The fund code is designated as TAP. This is the funding for the TASA program.

## State Highway Funding Sources Abbreviations

**179 or 179A (Appropriation 179)**—State funding that can be applied to selected local bridge projects in distressed areas.

**183 (Appropriation 183)**—State funding that can be applied to local bridge projects.

**185 (Appropriation 185)**—State funding that can be applied to state bridge projects.

**185-IM (Appropriation 185)**—State funding that can be applied to state bridge projects in the IMP.

**244 (Automatic Red-Light Enforcement [ARLE])**—This program targets high-crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. PennDOT distributes the funds via a grant program

specifically designated for transportation safety improvements. Municipalities may apply for this grant funding to pay for eligible roadway enhancement, safety, and congestion projects.

**411 (Multimodal Transportation Fund)**—This program is a competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of Pennsylvania. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail/freight entities, and ports to improve transportation assets in order to enhance communities, pedestrian safety, and transit revitalization. The 411 fund code specifically refers to the Multimodal Transportation Fund administered by PennDOT, not by the Commonwealth Financing Authority (CFA).

**581 (Appropriation 581)**—State funding that can be applied to highway or bridge projects on the state highway system.

**e581/TIIF (Transportation Infrastructure Investment Fund)**—A total of \$25 million per year in state highway capital funds is made available for improvements to eligible state-owned transportation facilities associated with economic development opportunities (designated as e581 on the TIPs). Project funding is authorized by the Governor of Pennsylvania through the office of the secretary of the Department of Community and Economic Development (DCED). DCED works closely with PennDOT and the office of the deputy secretary for Planning to ensure project eligibility. Approved projects are administered in cooperation with PennDOT Districts and CPDM and programmed on regional TIPs.

**581-IM (Appropriation 581)**—State funding that can be applied to highway projects in the IMP.

**582 (Appropriation 582)**—State funding that can be applied to the operations of various maintenance activities, such as resurfacing projects, maintenance personnel, and other maintenance operations.

**ACT13 (Act 13 of 2012)**—State funding from the Marcellus Shale Impact Fee to fund the cost of replacement or repair of locally owned (county or municipal) at-risk deteriorated bridges.

**A-073 (Appropriations 073—Green Light-Go)**—Act 89 of 2013 created a new grant funding program for designated corridors to reduce congestion and improve efficiency of traffic signals on state highways. Green Light-Go, Pennsylvania’s Municipal Signal Partnership Program, will provide up to \$40 million in state funds for the operation and maintenance of traffic signals along critical and designated state highways with a required 50 percent municipal or private cash match.

**SPIKE or SPK (State Spike Funds—State Bridge/State Highway)**—Funding reserved from state allocations and then distributed to specific projects chosen by the secretary of transportation for the Commonwealth of Pennsylvania. Several variations of SPIKE funding are coded (e.g., SPK-SH for State Highway SPIKE funds).

## Other Highway Funds

**LOC**—Local funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

**OTHER**—Other funds.

**OTH-S**—Other State funds that are not highway funds.



**TBD**—To be determined.

**TOLL (Toll Credit Match)**—State toll credits that may be used to match federal funds.

**TPK (Turnpike Funds)**—Funds provided by the Pennsylvania Turnpike Commission.

## Federal Transit Funding Sources Abbreviations

**ARPA (American Rescue Plan Act)**—The American Rescue Plan Act of 2021 has allocated funding to Pennsylvania counties, metropolitan cities, and local government units to support COVID-19 response efforts, replace lost revenue, support economic stabilization for households and businesses, and address systemic public health and economic challenges.

**CAQ or CMAQ (Congestion Mitigation and Air Quality Improvement Program)**—Federal funding for projects that improve air quality and/or relieve congestion without adding new highway capacity. This funding provides funding to areas in non-attainment or maintenance for ozone, CO, and/or particulate matter. States that have no non-attainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding, as long as they have an air quality benefit. These funds can be “flexed” (transferred) from the FHWA to the FTA for use by transit operators.

**DEMO (Demonstration Funds)**—Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.

**FED OTHER (Federal Other)**—Used to denote unanticipated allocations of federal funds outside the regular apportionment process, so the funding source is not known.

**RAISE (Rebuilding American Infrastructure with Sustainability and Equity)**—Replaces the pre-existing Better Utilizing Investments to Leverage Development (BUILD) grant program, and the Transportation Investment Generating Economic Recovery (TIGER) grant program before that. RAISE prioritizes projects that can demonstrate improvements to racial equity, reduce impacts of climate change, create good-paying jobs, and have a local or regional impact. See [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants) for more details.

**SECTION 5303, 5304, 5305 (FTA Formula Metropolitan and Statewide Planning and Non-Metropolitan Transportation Planning)**—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.

**SECTION 5307 (FTA Urbanized Area Formula Grants Program)**—Provides funding to public transit systems in Urbanized Areas for public transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances.

**SECTION 5307(h) (FTA Passenger Ferry Grant Discretionary Program)**—Provides competitive funding to public ferry systems in Urbanized Areas.

**SECTION 5309 (FTA Discretionary Capital Investment Grants/CIG)**—The FTA’s primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus

rapid transit. This discretionary grant program is unlike most others in government. Instead of an annual call for applications and selection of awardees, the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.

**SECTION 5309 (FTA Discretionary Pilot Program for Transit-Oriented Development Planning)**—Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the CIG Program.

**SECTION 5309(\*\*) (FTA Discretionary Expedited Project Delivery for Capital Investment Grants Pilot)**—Allows up to eight projects over the life of the pilot program to be selected for expedited grant awards. Projects must be supported through a public-private partnership and demonstrate local financial commitment, technical capacity, and a certification that the existing transit system is in a state of good repair.

**SECTION 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program)**—Formula funding to states for the purpose of assisting private non-profit groups in meeting transportation needs of the elderly and persons with disabilities.

**SECTION 5311 (FTA Formula Grants for Rural Areas)**—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.

**SECTION 5311(b)(3) (FTA Formula Rural Transportation Assistance Program)**—Provides funding to states for developing training, technical assistance, research, and related support services in rural areas. The program also includes a national program that provides information and materials for use by local operators and state administering agencies, and supports research and technical assistance projects of national interest.

**SECTION 5311(c)(2)(B) (FTA Tribal Transit Formula Grants)**—Provides funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas. Funding is provided as a set-aside within the Formula Grants to Rural Areas program and allocated both by statutory formula and through a competitive discretionary program.

**SECTION 5312 (FTA Discretionary Public Transportation Innovation)**—Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

**SECTION 5312(i) (FTA Discretionary Transit Cooperative Research Program)**—Research program that develops near-term, practical solutions, such as best practices, transit security guidelines, testing prototypes, and new planning and management tools.

**SECTION 5314(a) (FTA Formula Technical Assistance and Standards Development)**—Provides funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.

**SECTION 5314(b) (FTA Formula Human Resources and Training)**—Provides for grants or contracts for human resource and workforce development programs as they apply to public transportation activities.

**SECTION 5324 (FTA Formula Public Transportation 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.

**SECTION 5337 (FTA Formula State of Good Repair Grants/SGR)**—Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, State of Good Repair Grants are eligible for developing and implementing Transit Asset Management (TAM) plans.

**SECTION 5339(a) (FTA Formula Grants for Buses 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, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low- or No-Emissions Bus Discretionary Program.

**SECTION 5339(b) (FTA Discretionary Bus and Bus Facilities Grants Program)**—Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.

**SECTION 5339(c) (FTA Discretionary Low or No Emission Vehicle Deployment Program)**—Provides funding through a competitive process to states and transit agencies to purchase or lease low- or no-emissions transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low- or no-emissions transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation’s transit fleet.

## State Transit Funding Sources

**PTAF 44 (Public Transportation Assistance Fund)**—State funding provided by the Public Transportation Assistance Fund.

**SECTION 1513 (Mass Transit Operating)**—State operating funding that is distributed to transit agencies based on their demonstrated need.

**SECTION 1514 (Asset Improvement Program)**—State funding that is distributed to transit agencies based on their demonstrated need. Funding can be used for debt service payments, asset improvement projects, and acquisition of new assets.

**SECTION 1516/341 (Programs of Statewide Significance)**—Programs like Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of the Public Transportation Trust Fund. The match requirement varies by program.

**SECTION 1517.1 (Alternative Energy Capital Investment Program)**—This is a competitive grant program to implement capital improvements for conversion to an alternative energy source.

# Other Transit Funds

**LOC**—Local funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

**OTH**—Other funds.

Figure 11: Roadmap for TIP Project Listing

## Roadmap for TIP Project Listing

Below is an example of an actual TIP project listing with modified information for display purposes.

Project location information

DVRPC Project Category

PennDOT ID#

County where project is located

MPMS# 78516

Bridge Replacement Brownsville Road

State Route, if applicable

New

LIMITS: Brownsville Road over Neshaminy Creek

Est Let Date: 1/28/2021

IMPROVEMENT: Bridge Repair/Replacement

NHPP: FC: 17

MRPID: 34

MUNICIPALITIES:

AQ Code: S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EEJ. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 51

This project involves rehabilitating or replacing the Bridge at Brownsville Road over Neshaminy Creek. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
		FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
Phase	Fund													
CON	185	3,236												
CON	581	548												
CON	185		3,112											
		3,784	3,112	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			6,896	Total FY2025-2028				0	Total FY2029-2032			0

Project Manager assigned by PennDOT District 6-0

Community types which correspond to long range planning policies; see page 103 for discussion.

Funds are in Thousands (\$).

"Y" indicates the project is eligible for federal NHPP funding

CMP codes; see page 104 for explanation.

Highest IPD for EJ; see page 104 for discussion.

AQ code; see pages 101 for explanations

Indicates that a project is identified as a MRP in the DVRPC Long-Range Plan.

Estimated or actual date that project contractor bids for construction may be open; advertising dates occur prior to let dates. "D6" refers to PennDOT District 6-0.

Source: DVRPC, 2022

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