Chapter 7:

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 in the Long-Range Plan and the TIP. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes. For non-exempt projects, the project's AQ code is identified by the first conformity "analysis year" that follows the project's last year of programmed funds for construction that are expected for authorization (in other words, the projected year of the project opening to the public or its completion year): 2030, 2040, 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 do not require projects that may be coded as exempt to be included in the conformity analysis. An exempt project of the final conformity rule (40 CFR 93) is defined as a project listed in Table 32 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 32 and Table 33 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."

Major Regional Project ID

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

TIP Project 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 (FFY 2025-FFY 2028) and assist in establishing the origin of these projects.

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 FFY 2027 TIP.

Table 32: 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, 2026

Table 33: 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 2030 network and all subsequent analysis years.	2030M
	Regionally Significant, non-exempt projects included in the 2040 network and all subsequent analysis years.	2040M
	Regionally Significant, non-exempt projects included in the 2050 network and all subsequent analysis years.	2050M

Source: DVRPC, 2026

Notes on Table 32 and Table 33 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.

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. 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.

National Highway Freight Network

The Delaware Valley is a premier freight transportation gateway and is made up of a multifaceted, interconnected freight network. Portions of this network have been designated on the National Highway Freight Network (NHFN) to strategically direct federal resources and policies intended to improve the performance of highway portions of the U.S. freight transportation system. The NHFN has four subsystems: (1) the Primary Highway Freight System (PHFS); (2) those portions of the Interstate system not part of the PHFS; (3) Critical Rural Freight Corridors (CRFCs), which DVRPC does not have; and (4) Critical Urban Freight Corridors (CUFCs). Projects that are in the NHFN are eligible for National Highway Freight Program (NHFP) funding.

Phase of Work Abbreviations

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

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

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.

FHWA-Funding Source 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 bridges over 20 feet in length.

BUILD (Better Utilizing Investments to Leverage Development)—A federal discretionary grant program 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. See www.transportation.gov/BUILDgrants for more details.

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 roadway capacity. This program 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.

CRP or CRPU (Carbon Reduction Program)-This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for projects to reduce transportation emissions, as well as the development of carbon reduction strategies.

FLEX (Flexible funds)—Federal funding anticipated to be transferred from the FHWA to the FTA, in support of an FTA-funded or FHWA-funded 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 roadway safety problem.

HVRU (Highway Safety Improvement Program Vulnerable Road Users)—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 roadway safety problem. Programming HVRU funds will apply toward the Vulnerable Road Users special rule penalty.

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.

MEGA (Mega Grant Program)—Funding for this program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. The MEGA program is one of three major discretionary grant programs (INFRA, Rural) within the IIJA's Multimodal Project Discretionary Grant (MPDG) program.

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.

PRTDG (Discretionary PROTECT Program)-This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

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 are 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 Source 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] or Automated Speed Enforcement [ASE])—These programs target 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 grant programs 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 or TIIF 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.

FTA Funding Source Abbreviations

BUILD (Better Utilizing Investments to Leverage Development)—A federal discretionary grant program 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. See www.transportation.gov/BUILDgrants for more details.

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 roadway capacity. This program 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 FHWA to the FTA for use by transit operators.

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

RVR (Rail Vehicle Replacement Program)—Provides competitive funding to help fund capital projects to replace rail rolling stock. For the purposes of this program, rail rolling stock is defined as revenue service, passenger carrying vehicles, or propulsion (locomotives) vehicles necessary for the provision of rail public transportation.

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 Urban 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 Urban 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 fund.