

Transportation Funding Terms and Acronyms... Unraveling the Jargon

Every profession has its own acronyms and jargon. The “shorthand” wording makes it easier and quicker for professionals in any given field to communicate with each other. However, that same shorthand leaves everyone else searching for an interpreter.

The following pages contain definitions of terms and acronyms related to transportation funding commonly found in the Regional Transportation Improvement Program (TIP). The list below provides definitions of some common terms and concepts included in the TIP. On the following pages, you will find an alphabetical list of funding terms as shown in the “Funding Source” section of each project description in the TIP. Definitions of additional transportation and planning terms can be found in the COMPASS glossary at www.compassidaho.org/comm/glossary.htm.

General Acronyms and Terms Used in the TIP

ACHD	Ada County Highway District; the agency responsible for all non-state roadways in Ada County.
ACCHD	Association of Canyon County Highway Districts
ADA	Americans with Disabilities Act; civil rights legislation prohibiting discrimination against persons with disabilities.
ATCMTD	Advanced Transportation and Congestion Management Technologies Deployment; nation-wide competitive program for innovative technology.
Boise Area/ Boise Urbanized Area	Generally, northern Ada County, including the cities of Boise, Eagle, Garden City, Meridian, and Star. For FHWA funding: Generally, eligible for Transportation Management Area (TMA) funds. For FTA funding: Eligible for “large urban” (LU) funds.
CFI	Continuous flow intersection; a type of intersection where vehicles attempting to turn cross the opposing direction of traffic before they enter the intersection
COMPASS/CPA	Community Planning Association of Southwest Idaho
HD	Highway district
Federal funding	Transportation funding collected by the federal government, then distributed to the states for use on both state and local transportation projects. The main purpose of the TIP is to budget federal funding.
Federal Highway Administration (FHWA)	An agency within the US Department of Transportation (DOT) that provides financial and technical assistance to state and local governments for the construction, maintenance, and preservation of the nation’s highways, bridges, and tunnels.
Federal Transit Administration (FTA)	An agency within the US Department of Transportation (DOT) that provides financial and technical assistance to local public transportation systems.
FY	Fiscal year (refers to the federal fiscal year, which runs October 1 – September 30).
GARVEE	Grant Anticipation Revenue Vehicle (bonds).
I-84	Interstate 84.
IN	Part of an Ada County Highway District key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Idaho Transportation Department (ITD)	The state agency responsible for state and national highways in Idaho, such as Interstate 84, US 20/26, and State Highway 55. ITD receives state and federal funding for transportation projects, primarily from state and federal fuel taxes and state registration fees.
ITS	Intelligent transportation systems; advanced technologies to improve the efficiency and safety of transportation systems.
Key number (KN)	A unique identification number assigned to each project in the TIP.

General Acronyms and Terms Used in the TIP, Cont.

Local funding	Funding collected by local agencies, such as Ada County Highway District, for use on local projects.
Local match	The portion of a primarily federally funded project paid for with state or local funds. While match is required for most federally funded projects, the minimum required amount varies based on the type of funding.
MPO	Metropolitan planning organization (COMPASS is the MPO for Ada and Canyon Counties).
Nampa Area / Nampa Urbanized Area	Generally, eastern Canyon County, including the cities of Nampa, Caldwell, and Middleton. For FHWA funding: Eligible for "urban" funds. For FTA funding: Eligible for "small urban" (SU) funds.
PD	Preliminary Development; design may begin, but construction is not yet programmed (budgeted) in a specific year.
PM	Performance Measures. Two sets of performance measures are used; one to meet the vision of goals of the regional long-range transportation plan (<i>Communities in Motion</i>) and one that meets federal requirements.
ORN	OTIS reference number (temporary key number).
OTIS	Office of Transportation Investment Systems (Department at ITD).
RD	Part of an Ada County Highway District key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Regional Transportation Improvement Program (TIP)	A five-year budget of projects in Ada and Canyon Counties paid for with federal transportation dollars and/or that are "regionally significant."
Rural	For FHWA funding: An area with less than 5,000 in population. For FTA funding: An area with less than 50,000 in population.
SH	State highway (e.g., SH-16).
SR2S	Safe Routes to School; a program to improve the health of children by enabling and encouraging them to walk and bike to school.
State funding	Transportation funding collected by the State of Idaho for use by ITD and local roadway agencies.
Transportation Management Area (TMA)	Any urbanized area over 200,000 in population. The Boise Urbanized Area (generally, northern Ada County) is the only TMA in Idaho. TMAs receive dedicated transportation funding not shared with the rest of the state. See specific policy regarding TMA funds at www.compassidaho.org/documents/prodserv/trans/TMApolicy.pdf .
TVT	Treasure Valley Transit, a private, non-profit public transportation company operating in rural southwest Idaho
Urban	For FHWA funding: An area with more than 5,000 in population. For FTA funding: An area with more than 50,000 in population.
US-	When used with a number, refers to a US highway (e.g., US-20).
VRT	Valley Regional Transit; the regional public transportation authority for Ada and Canyon Counties.
YMCA	A non-profit organization with a focus on youth development, healthy living, and social responsibility.

Funding Sources and Uses

The information below reflects typical use of funds and is provided to help the reader understand terms used in the TIP. It is NOT intended to set policy regarding the use of federal or state funds. Federal and state regulations provide additional details that further describe how funds can and cannot be used, and by whom. Contact COMPASS at 208/475-2238 with specific questions on any funding source or type of project.

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
Bridge (Local)	Replacing or rehabilitating local (non ITD) bridges.	Fixing a current bridge or replacing an old bridge with a new one.	Local highway districts or cities
Bridge Restoration	Replacing or major rehabilitation of a bridge in ITD's jurisdiction.	Replacing an old bridge with a new one.	ITD
Bridge State	Replacing or rehabilitating bridges on the state system.	Fixing a current bridge or replacing an old bridge with a new one.	ITD
Capacity	Roadway projects that add through lanes.	Widen a congested roadway.	ITD
Federal Rail Crossing (Fed RRX)	Projects that enhance transportation safety at railroad crossings using federal funds.	Rebuild railroad crossing or add crossing arms.	Any
Federal Lands Access Program (FLAP)	Projects that enhance access to federal lands. Program managed by the Western Federal Lands division of the US Department of Transportation.	Improvements to Bogus Basin Road.	Any
FTA 5303	FTA funding for metropolitan planning.	Funding for COMPASS to conduct regional transportation planning.	COMPASS
FTA 5307 LU	Planning, developing, improving, and operating public transportation services in large urban areas with populations over 200,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Boise Urbanized Area (generally, northern Ada County)
FTA 5307 SU	Planning, developing, improving, and operating public transportation services in small urban areas with a population between 50,000 and 200,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)
FTA 5310 LU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in large urban areas with populations over 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Boise Urbanized Area (generally, northern Ada County)
FTA 5310 SU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in small urban areas with a population between 50,000 and 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)



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Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
FTA 5311	Planning, developing, improving, and operating public transportation services in large urban areas with populations under 50,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Rural public transportation providers
FTA 5339 LU	Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in large urban areas with a population over 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in the Boise Urbanized Area (generally, northern Ada County)
FTA 5339 R	Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in small urban areas with a population between 50,000 and 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in rural areas (5,000 population or less)
FTA 5339 SU	Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in small urban areas with a population between 50,000 and 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)
Freight	Capital funding to improve freight movement on prioritized freight corridors.	Providing wider turning movements at an intersection.	ITD, local highway districts, or cities (but must be on prioritized freight corridor)
GARVEE 2017	Capital funding obtained through municipal bonding approved by the Idaho Legislature in 2017 to widen roadways or improve safety on corridors specified by the legislature.	Widening I-84.	ITD
Highway Safety Improvement Program (HSIP)	A project that improves safety on state managed roadways.	Adding rumble strips along the side of a road.	ITD
Highway Safety Improvement Program (HSIP) (Local)	A project that improves safety on locally managed roadways.	Adding safety lighting along a corridor.	Local highway districts or cities
Interstate Maintenance (IM)	A project to resurface, restore, rehabilitate or reconstruct most routes on an Interstate System.	Replacing an interchange on I-84.	ITD

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
Local Participating	A project that is primarily federally funded, but the sponsoring agency (and/or others) pay more than the minimum required match. Thus, the local agencies are "participating" in the funding.	Any project where the sponsoring agency (and/or others) chooses to pay more than the minimum to help make the project more competitive when projects are selected for funding.	Any
National Highway Performance Program (NHPP)	A project that provides support for the condition and performance of the National Highway System.	Intersection improvements at a congested intersection on a state highway.	ITD
Non-Participating (Local)	A locally-funded project that that is currently not part of a federal-aid project.	Overlay on a local road.	Local highway districts or cities
Local (Regionally Significant)	Locally funded projects (no state or federal funds) that are included in the TIP because they meet the definition of "regionally significant."	Adding an additional traffic lane between two intersections on a major roadway, using local (not state or federal) funds.	Local highway districts or cities
Metropolitan Planning	FHWA funding for metropolitan planning.	Funding COMPASS to conduct regional transportation planning.	COMPASS
Sales Tax Anticipated Revenue (STAR)	Refunding money to a developer who pays for transportation improvements up front. Refunds come from anticipated sales tax generated by the new development.	Improvements funded by a developer, such as widening a road to accommodate increased traffic at a new shopping mall.	Private Developers
Surface Transportation Program – Rural (STP – R)	Mainly roadway projects in small towns and rural areas with populations under 5,000. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Jurisdictions in areas with populations under 5,000
Surface Transportation Program – State (STP – State)	Mainly roadway projects for use anywhere in the state. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	ITD



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Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
Surface Transportation Program – Transportation Management Area (STP – TMA)	Mainly roadway projects in urbanized areas of 200,000 or greater population. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Generally jurisdictions in the Boise Urbanized Area
Surface Transportation Program – Urban (STP – U)	Mainly roadway projects in urbanized areas with populations between 5,000 and 200,000. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Jurisdictions in the Nampa Urbanized Area
State Funds	Any project on a state-owned facility. Funds are very flexible.	Any type of road improvement, including operations, technology, planning, support projects, and limited alternative transportation.	ITD
Transportation Alternatives Program Urban (TAP – Urban)	Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 50,000 to 200,000 population.	Building a walking or biking path.	Any local transportation agency, city, or county (including jurisdictions in the Boise Urbanized Area)
Transportation Alternatives Program – Transportation Management Area (TAP – TMA)	Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 200,000 or greater population. Note that while these funds are set aside for use in the TMA, entities in the TMA may also apply for non-TMA TAP funds.	Building a walking or biking path.	Generally, jurisdictions in the Boise Urbanized Area

*Funding Source: The source of funds used to fund the project. These can include funds from federal, state, or local sources.

**Who can use this funding?: Many types of funding are designated for specific uses, by specific types of agencies, for specific types of areas (e.g., rural vs urban). The information in this column shows the types of agencies within Ada and Canyon Counties who may apply for particular types of funding for particular types of projects. With the exception of TMA funds, all other funding sources can be used by other appropriate agencies throughout Idaho as well, based on funding definitions.