

# **APPENDICES**

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## **Appendix A - TIP Funding Codes**

**FEDERAL FUND SOURCES:** Federal funds are usually 80% with a required 20% state or local fund match. IM and STP Safety are 90% Federal and 10% match. Federal funds are provided from the Federal motor fuel tax deposited in the Highway Trust Fund. Although funds can be flexed between modes, CMAQ and several STP fund sources have been flexed towards transit projects.

### **Funds Administered by the Federal Transit Administration**

**3037 – FTA Section 3037 Job Access Reverse Commute (JARC):** An FTA program to assist in developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services.

**5307 – FTA Section 5307:** Is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation

**5309 – FTA Section 5309:** The Section 5309 capital program provides funding for the establishment of new rail or busway projects (new starts), the improvement and maintenance of existing rail and other fixed guideway systems that are more than seven years old, and the upgrading of bus systems.

**5310 – FTA Section 5310:** Funds made available to meet the special transportation needs of elderly persons and persons with disabilities. These funds are apportioned to the states annually by a formula that is based on the number of elderly persons and persons with disabilities in each state.

**5311 – FTA Section 5311:** This program provides funding for public transportation in non-urbanized areas.

### **Funds Administered by the Federal Highway Administration**

**CMAQ – Congestion Mitigation and Air Quality:** Funds for projects that will assist an area in reducing transportation-related emissions in “non-attainment” and “maintenance” areas. The available funding is determined by a formula calculation based on population and EPA’s severity classification for ozone and carbon monoxide air pollution.

**DEMO – Demonstration Funds:** Funds set aside, earmarked, or authorized for a particular demonstration project.

**EAR – Earmarked Funding:** Funds set aside as an earmark in a Federal action (appropriate or transportation bill) or can be reasonably expected in upcoming actions.

FBD – Ferry Boat Discretionary: A discretionary program for the construction of ferry boats and ferry terminal facilities.

HBRR – Highway Bridge Replacement and Rehabilitation Program: A formula based program for the repair or replacement of deficient highway bridges on Federal-aid highway and some road that are generally not eligible for Federal-aid.

HPP – High Priority Projects: Projects that were specifically earmarked as part of TEA-21.

IM – Interstate Maintenance: A formula based program that promotes maintenance of the Interstate System through approval of projects for resurfacing, restoration and rehabilitation, and through preventive maintenance activities for routes on the Interstate System.

ITS – Intelligent Transportation Systems: Congressional designated funding for ITS type projects.

NHS – National Highway System: A formula program for improvements to rural and urban roads that are part of the National Highway System, including the Interstate System and designated connections to major intermodal terminals.

REC – Recreational Trails: Funds provided to a state to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized trail use.

S115 - Section 115 Surface Transportation Projects of the FFY 2004 Omnibus Appropriation Act has been created to provide funding for surface transportation non-highway projects.

SCBY - National Scenic Byways Program: A discretionary program to promote the recognition and enjoyment of America's memorable roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities.

SPAP – Special Appropriations: Funds specifically appropriated in a Federal action.

STPE – Surface Transportation Program (Enhancement Program): Ten percent of the formula-based STP funds must be designated for transportation enhancement activities to assist communities attain social, cultural, aesthetic, and environmental goals.

STPR – Surface Transportation Program (Rail): A portion of the STP Safety funds are used for safety rail related projects.

STPS – Surface Transportation Program (Safety): Ten percent of the formula-based STP funds must be designated for safety projects such as railway/highway grade crossings or hazard elimination programs on any public road.

STPU – Surface Transportation Program (Urban): Formula-based STP funds suballocated for an urbanized area with over 200,000 population and used for a variety of transportation improvements.

STPV – Surface Transportation Program (Small Urban): Formula-based STP funds suballocated for small urbanized areas.

STPW – Surface Transportation Program (Rural): Formula-based STP funds suballocated for non-urbanized areas typically on roads classified as rural minor collectors.

STPX – Surface Transportation Program (Flexible): The most versatile of the formula-based STP funds used for a variety of transportation improvements to include “flexing” fund to transit projects.

TCSP - Transportation and Community and System Preservation Pilot Program: A discretionary and earmarked program for planning and implementation grants, technical assistance and research to investigate and address the relationship between transportation; community and system preservation; and private sector-based initiatives.

TWYI – IM for Thruway: Same as IM - a formula based program that promotes maintenance of the Interstate System through approval of projects for resurfacing, restoration and rehab., and through preventive maintenance activities for routes on the Interstate System.

### **LOCAL FUND SOURCES:**

LCL – Local: Local MTA funding.

LOC – Local: Local government, authority, or public corporation funding.

NYS – New York State: Funding from a variety of New York State sources that is not SDF or TWY.

SDF – State Dedicated Funds: A state dedicated fund source that is generated through a state gasoline tax and is for projects throughout the state.

TWY – Thruway: Funds from the NYS Thruway Authority that are identified and used on Thruway projects.

UTIL – Utility: Funds from the utility.

## **Appendix B - TIP Project Category Definitions (Work-types)**

The following work-types are based on the main objective of the projects:

1. BRIDGE – Construction, reconstruction, recondition, bridge preventive maintenance, painting, inspections, or any bridge or viaduct related to include its approaches.
2. CONST – Construction of a new highway on a new alignment or added lanes on an existing roadway to includes initial construction of an expressway or an arterial.
3. INTER – Projects where the primary objective is to provide operational improvements at specific intersections.
4. MISC – Projects such as landscaping, noise barriers, soil boring, demonstrations (such as an AQ Demo), freight, and non-transit funding blocks.
5. MOBIL – Traffic operations (channelization/signals, and other strategies), High Occupancy Vehicle (HOV), Transportation System Management (TSM), incident management, demand management (VTCS/ITS, park-and-ride, and other strategies), bike/pedestrian ways.
6. RECON – Major reconstruction of existing highways including sub-base and pavement.
7. R&P – Recondition and Preservation, Rehabs, Preventive Maintenance, Resurfacing of highways. Simple rehabilitations tend to be R&P.
8. SAFETY – Median barrier/guide rails, hazard elimination, drainage, striping, signing, scoring, and lighting. “Where and When” roadway program falls into this category.
9. STUDY – Study of transportation alternatives with a specific corridor or route or a transportation problem. Studies could be general, freight, land-use, air quality, surveys, etc...
10. TRAFFIC – Projects designed to improve the capacity and efficiency of the traffic network, such as signalization.
11. TRANSIT – Projects that add service, capacity to the transit network (including ferries) or projects that are capital or operating to include, stock, equipment, terminal rehabilitation, yards, depots, shops, power, security, operating assistance, and transfer blocks.

Note that the MTA Rail Programs have a different breakdown of work-types.

**Appendix C – Disposition of FFY 2004-2006 TIP**

**Appendix D – Summary of Comments & Responses**

**Appendix E – Resolution**

These appendices are not available as of this printing and will be incorporated into the final approved document.