

**RESOLUTION OF THE CHATTANOOGA-HAMILTON COUNTY
NORTH GEORGIA TRANSPORTATION PLANNING ORGANIZATION
AMENDMENT TO THE 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)**

WHEREAS, 23 CFR 450.322 of the Code of Federal Regulations requires the development of a Long Range Transportation Plan every four years in non-attainment air quality maintenance areas; and

WHEREAS, the Long Range Transportation Plan must comply with requirements of the current Federal Transportation Legislation; and

WHEREAS, this 2035 LRTP must comply with said legislation under the newly enacted transportation policy: Moving Ahead for Progress in the 21st Century (MAP-21); and

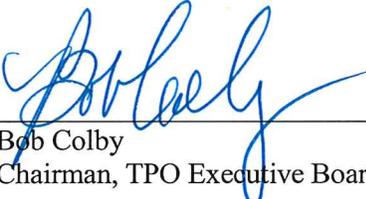
WHEREAS, MAP-21 redefined and consolidated transportation funding programs as identified in the revisions;

WHEREAS, the revised language for the document underwent an approved 30-Day public comment period and a public meeting was held to incorporate public comments in accordance with the adopted Participation Plan; and

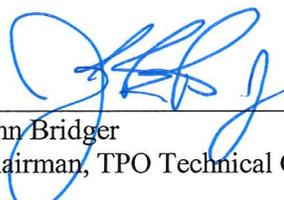
WHEREAS, the TPO Technical Coordinating Committee (TCC) and Executive Board have reviewed the draft and the Technical Coordinating Committee (TCC) recommended approval to the Board on September 3, 2013.

NOW, THEREFORE, BE IT RESOLVED THAT the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization approves the amended 2035 LRTP.

RESOLUTION APPROVED: DATE: 10/15/13



Bob Colby
Chairman, TPO Executive Board



John Bridger
Chairman, TPO Technical Coordinating Committee

4.0 FISCALLY CONSTRAINED PLAN

4.1 Introduction

SAFETEA-LU requires that the LRTP be financially feasible and provide fiscal constraint on projects through the 20-year planning horizon. SAFETEA-LU was superseded by Moving Ahead for Progress in the 21st Century (MAP-21) on July 6, 2012. Federal funding program updates are provided in the “Federal Funding” section of this chapter. Implementation of transportation improvements is contingent on available funding and a plan is considered fiscally constrained when the project costs do not exceed the projected revenues. The LRTP must demonstrate reasonably expected sources of funds and project revenues available to projects and programs identified in the plan as well as identify any additional financial strategies used to implement the plan.

There are several sources through which projects are funded. Funds may be Federal, State, and local or various combinations of these. To develop the fiscally constrained plan the TPO prepared forecasts of revenues, project costs, and operations and maintenance revenues and costs for complete streets and highways which includes bicycle and pedestrian elements and public transit. These forecasted revenues, costs, and maintenance figures were calculated in coordination with the Tennessee and Georgia Departments of Transportation and local jurisdictions as well as public transit service providers.

4.2 Transportation Funding

Federal programs account for the greatest percentage of funding spent annually in the TPO area. Federal sources have historically accounted for the highest percentages of funds within both the Tennessee and Georgia portions. These federal funds are available through various programs administered by the States for roadway construction and other multimodal projects including, but not limited to, pedestrian, bicycle, and transit facilities and major planning and/or environmental studies. The TPO has discretion over project selection for use of the suballocated urbanized portion of the Surface Transportation Program which is determined through formula population calculations. Some MPOs also have discretion on the spending of CMAQ funds as they receive a specified suballocation, The CHCNGA TPO does not currently receive a designated CMAQ allocation but is expected to receive CMAQ formula allocated funds from the state in 2012 The American Recovery and Reinvestment Act of 2009 also provided additional funding in federal highway and federal transit dollars in the TPO area. Furthermore, local jurisdictions fund capital projects and operations and maintenance activities. These funding sources are further explained in the following subsections.

Federal Funding

The following is a list of SAFETEA-LU federal funding programs utilized in the CHCNGA TPO area. However, these sources were superseded by a consolidated set of MAP-21 programs. A table has been provided at the end of this section which references these sources within the new MAP-21 funding structure.

- **Bridge Replacement and Rehabilitation (BRR-L or L110)** – Funding for off-system bridge replacement or to rehabilitate aging or substandard bridges based on the sufficiency rating.
- **Bridge Replacement and Rehabilitation (BRR-S)** – Funding for on-system bridge replacement or to rehabilitate aging or substandard bridges based on the bridge sufficiency.
- **Congestion Mitigation and Air Quality (CMAQ)** – Funding for transportation projects that improve air quality by reducing transportation-related emissions. As noted above, CMAQ funds are not currently available for programming in the Chattanooga region, but are expected in 2012.
- **Enhancement Activity Set Aside of the STP (ENH or L220)** – Funding for 12 exclusive activities such as pedestrian and/or bicycle facilities, rehabilitation and restoration of historic transportation-related structures, and mitigation of pollution due to highway runoff.
- **Interstate Maintenance (IM)** – Funding to rehabilitate, restore, and resurface the Interstate system. Reconstruction also is eligible if it does not add capacity, and High-Occupancy Vehicle (HOV) lanes can be added.
- **National Highway System (NHS)** – Funding of major roadways, including the Interstate system, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRANET), and strategic highway connectors.
- **High-Priority Project (HPP)** – Congressional appropriations, earmarks, for high-priority projects on a congressional level. These appropriations are made annually. Historically, HPP funds have been targeted at greenway or enhancement type projects in the Chattanooga region. In addition, HPP money has been recently allocated for passenger rail, including a ground transportation study between Chattanooga and Nashville as part of the overall Atlanta to Chattanooga to Nashville corridor.
- **Surface Transportation Program (STP, STP-Local/Urban or L230, L240)** – Funding for transportation improvements to routes functionally classified as urban collectors or higher.
- **Safe Routes to School Program (SRTS)** – A SAFETEA-LU new program established to encourage and improve the conditions for students to walk and bicycle to school.

Activities of this program included infrastructure and non-infrastructure educational components.

- **American Recovery and Reinvestment Act of 2009 (ARRA, C230)** – A special 2009 legislative recovery bill to stimulate the economy. The program provided a one-time urbanized formula allocation for transportation project programming in MPO areas as well as other state programs. ARRA funds released in 2009 were utilized for the Chattanooga Central Business District signalization system, Camp Jordan signal project, bicycle, pedestrian, greenway, and resurfacing projects. Note: As a result, ARRA funds were not included as revenue used to fiscally constrain the transportation plan.
- **Large Urban Cities (5307)** – This program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning. Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.³⁹
- **Rail and Fixed Guideway Modernization (5309)** – The transit capital investment program (49 U.S.C. 5309) provides capital assistance for modernization of existing rail systems, new and replacement buses and facilities, and new fixed guideway systems.⁴⁰
- **Rural Transit Assistance Program (5311)** – The Rural Transit Assistance Program (49 U.S.C. 5311(b)(3)) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas.⁴¹
- **Job Access and Reverse Commute Program (5316)** – Capital planning and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects.⁴²
- **New Freedom (5317)** – Capital and operating expenses that support new public transportation services beyond those required by the American with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the

³⁹ http://www.fta.dot.gov/funding/grants/grants_financing_3561.html.

⁴⁰ http://www.fta.dot.gov/funding/grants/grants_financing_3558.html.

⁴¹ http://www.fta.dot.gov/funding/grants/grants_financing_3554.html.

⁴² http://www.fta.dot.gov/funding/grants/grants_financing_3550.html.

ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services.⁴⁰

New MAP-21 Funding Program Consolidation

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	Description	Funding Ratio
National Highway Performance Program (NHPP)			
Combines the Interstate Maintenance, national Highway System, and on-system Federal-Aid Highway Bridges Programs into one program	Interstate Maintenance (IM)	Provides Funding to rehabilitate, restore, and resurface the Interstate System, Reconstruction is also eligible if it does not add new capacity, with the exception of High-Occupancy-Vehicle (HOV) lanes or auxiliary lanes in non-attainment areas, which can be added	90% Federal 10% Non-Federal
	National highway System (NHHS)	Provides funding for major roads including the Interstate system, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors.	80% Federal 20% Non-Federal
	Bridge Replacement and Rehabilitation – State (BRR, BR, BRBD)	Provides funding for on-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings.	80% Federal 20% Non-Federal
Surface Transportation Program (STP)			
Program is largely the same as under SAFETEA-LU with exception that STP funds can be used on bridge projects on any public road and for Appalachian Development Highway System (ADHS) projects	Surface Transportation Program – State (STP or S-STP)	Provides funding for roads functionality classified as rural major collector and above. Funds may be utilized on projects in Rural Areas, Urbanized Areas, Small urban Areas, Enhancement, Safety and Rail-Highway Crossings.	80% Federal 20% Non-Federal
	Surface Transportation Program – Local (S-STP)	Provides funding to areas of 5,000 to 50,000 in population for improvements on routes functionally classified urban collectors or higher.	80% Federal 20% Non-Federal
	Bridge Replacement and Rehabilitation – Local (BRR, BR, BRBD)	Provides funding for off-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings.	80% Federal 20% Non-Federal

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	Description	Funding Ratio
Highway Safety Improvement Program (HSIP)			
Program is largely the same under SAFETEA-LU.	Highway Safety Improvement Program (HSIP)	Provides funding for making high hazard improvements on state highways (and at rail-highway grade crossings).	90% Federal 10% Non-Federal
Congestion Mitigation and Air Quality Program (CMAQ)			
Program is largely the same as under SAFETEA-LU.	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Provides funding for transportation projects in air quality non-attainment or maintenance areas. CMAQ projects are designed to contribute toward meeting the national ambient air quality standards.	80% Federal 20% Non-Federal
Transportation Alternatives Program (TA)			
Combines the Transportation Enhancement Program, Safe Routes to School Program, and Recreational Trails Program into one program. Changes how some funds under this program can be used, but in general funding continues to support non-motorized transportation accommodations.	Transportation Enhancement Program (TE or ENH)	Provides funding for a set of exclusive activities such as bicycle and pedestrian facilities, rehabilitation of historic transportation related structures, and a defined set of environmental mitigation activities.	80% Federal 20% Non-Federal
	Safe Routes to School Program (SRTS)	Provides funding to substantially improve the ability of primary and middle school students to walk and bicycle to school safely.	100% Federal
	Recreational Trails Program (RTP)	Provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails.	80% Federal 20% Non-Federal
Federal Lands and Tribal Transportation Programs			
Restructures the Indian Reservation Roads Program, Park Roads & Parkways Program, Refuge Roads Program, and Public Lands Highways Program into three programs.	Forest Highway/Public Lands or Public Lands Highways (FH/PL or PLHD)	Provides funding for roads providing access to and within Federal and Indian lands. Under Map-21, the restructured programs include: <ul style="list-style-type: none"> • Tribal Transportation Program (TTP) • Federal Lands Transportation Program (FLTP) • Federal Lands Access Program (FLAP) 	100% Federal or 80% Federal 20% Non-Federal

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	Description	Funding Ratio
Urbanized Area Formula Grant (Section 5307)			
<p>Program provides grants to urbanized Areas for public transportation capital, planning, job-access and reverse-commute projects, as well as operating expenses in certain circumstances.</p> <p>The Jobs Access and Reverse Commute Program was eliminated in MAP-21, but the activities carried out under the program are an eligible expense under Section 5307.</p>	<p>Federal Transit Administration (FTA-5307)</p>	<p>Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation.</p>	<p>80% Federal, 20% Non-Federal (Capital) 50% Federal, 50% Non-Federal (Operating)</p>
	<p>Federal Transit Administration Job Access/Reverse Commute (JARC-5316 or FTA-5316)</p>	<p>A Job Access project provides new or expanded transportation service designed to fill gaps that exist for welfare recipients and other low-income individuals to and from jobs and other employment-related services. Reverse commute projects facilitate the provision of new or expanded public mass transportation services for the general public from urban, suburban, and rural areas to suburban work sites.</p> <p>Under MAP-21 this program has been eliminated but job-access and reverse-commute projects are eligible under the Section 5307 Program and Section 5310 Program</p>	<p>80% Federal, 20% Non-Federal (Capital) 50% Federal, 50% Non-Federal (Operating)</p>
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)			
<p>MAP-21 consolidates the Elderly & Disabled Program and New Freedom Program into one program.</p> <p>Operating assistance is now available under this program.</p>	<p>Federal Transit Administration Elderly & Disabled Program (FTA-5310)</p>	<p>Section 5310 grants provide funding for capital expenses of private, nonprofit groups providing service to elderly persons or persons with the disabilities. The State agency assures that local applicants and proposed projects are eligible and comply with federal requirements.</p>	<p>80% Federal 20% Non-Federal</p>
	<p>Federal Transit Administration New Freedom Program (FTA-5317)</p>	<p>The New Freedom Program provides funding to serve persons with disabilities. The purpose of the program is to provide transportation services that either go beyond the minimum requirements of the Americans with Disabilities ACT (ADA), or provide new public transportation services which help meet the needs of people with disabilities.</p>	<p>80% Federal, 20% Non-Federal (Capital) 50% Federal, 50% Non-Federal (Operating)</p>

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	Description	Funding Ratio
Formula Grant of Rural Areas (Section 5311)			
<p>The program is largely the same as under SAFETEA-LU, with the exception that job-access and reverse-commute projects are eligible under this program.</p>	<p>Federal Transit Administration Formula Grants for Other than Urban Areas (Rural Areas) (FTA-5311)</p>	<p>Section 5311 formula funding is provided to states to support public transportation in areas of less than 50,000 population. Funds are available for transportation systems providing rural, general public transportation. Funding is available for capital, planning, and operating assistance. In the Johnson City MTPO area, NET Trans is a recipient of these funds as their services are offered outside the MTPO's urbanized area.</p>	<p>80% Federal, 20% Non-Federal (Capital)</p> <p>50% Federal, 50% Non-Federal (Operating)</p>
Bus and Bus Facilities (Section 5339)			
<p>Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment and to construct bus-related facilities.</p> <p>Replaces the Section 5309 Bus and Bus Facilities Program</p>	<p>Federal Transit Administration (FTA-5309)</p>	<p>Provides funding for 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.</p>	<p>80% Federal, 20% Non-Federal (Capital)</p> <p>50% Federal, 50% Non-Federal (Operating)</p>

Appendix A: Project List

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- **Rail and Fixed Guideway Modernization (5309)** – The transit capital investment program (49 U.S.C. 5309) provides capital assistance for modernization of existing rail systems, new and replacement buses and facilities, and new fixed guideway systems.⁴⁰
- **Rural Transit Assistance Program (5311)** – The Rural Transit Assistance Program (49 U.S.C. 5311(b)(3)) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas.⁴¹
- **Job Access and Reverse Commute Program (5316)** – Capital planning and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects.⁴²
- **New Freedom (5317)** – Capital and operating expenses that support new public transportation services beyond those required by the American with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the

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⁴² http://www.fta.dot.gov/funding/grants/grants_financing_3550.html.

ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services.⁴⁰

New MAP-21 Funding Program Consolidation

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	Description	Funding Ratio
National Highway Performance Program (NHPP)			
Combines the Interstate Maintenance, national Highway System, and on-system Federal-Aid Highway Bridges Programs into one program	Interstate Maintenance (IM)	Provides Funding to rehabilitate, restore, and resurface the Interstate System, Reconstruction is also eligible if it does not add new capacity, with the exception of High-Occupancy-Vehicle (HOV) lanes or auxiliary lanes in non-attainment areas, which can be added	90% Federal 10% Non-Federal
	National highway System (NHHS)	Provides funding for major roads including the Interstate system, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors.	80% Federal 20% Non-Federal
	Bridge Replacement and Rehabilitation – State (BRR, BR, BRBD)	Provides funding for on-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings.	80% Federal 20% Non-Federal
Surface Transportation Program (STP)			
Program is largely the same as under SAFETEA-LU with exception that STP funds can be used on bridge projects on any public road and for Appalachian Development Highway System (ADHS) projects	Surface Transportation Program – State (STP or S-STP)	Provides funding for roads functionality classified as rural major collector and above. Funds may be utilized on projects in Rural Areas, Urbanized Areas, Small urban Areas, Enhancement, Safety and Rail-Highway Crossings.	80% Federal 20% Non-Federal
	Surface Transportation Program – Local (S-STP)	Provides funding to areas of 5,000 to 50,000 in population for improvements on routes functionally classified urban collectors or higher.	80% Federal 20% Non-Federal
	Bridge Replacement and Rehabilitation – Local (BRR, BR, BRBD)	Provides funding for off-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings.	80% Federal 20% Non-Federal

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	Description	Funding Ratio
Highway Safety Improvement Program (HSIP)			
Program is largely the same under SAFETEA-LU.	Highway Safety Improvement Program (HSIP)	Provides funding for making high hazard improvements on state highways (and at rail-highway grade crossings).	90% Federal 10% Non-Federal
Congestion Mitigation and Air Quality Program (CMAQ)			
Program is largely the same as under SAFETEA-LU.	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Provides funding for transportation projects in air quality non-attainment or maintenance areas. CMAQ projects are designed to contribute toward meeting the national ambient air quality standards.	80% Federal 20% Non-Federal
Transportation Alternatives Program (TA)			
Combines the Transportation Enhancement Program, Safe Routes to School Program, and Recreational Trails Program into one program. Changes how some funds under this program can be used, but in general funding continues to support non-motorized transportation accommodations.	Transportation Enhancement Program (TE or ENH)	Provides funding for a set of exclusive activities such as bicycle and pedestrian facilities, rehabilitation of historic transportation related structures, and a defined set of environmental mitigation activities.	80% Federal 20% Non-Federal
	Safe Routes to School Program (SRTS)	Provides funding to substantially improve the ability of primary and middle school students to walk and bicycle to school safely.	100% Federal
	Recreational Trails Program (RTP)	Provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails.	80% Federal 20% Non-Federal
Federal Lands and Tribal Transportation Programs			
Restructures the Indian Reservation Roads Program, Park Roads & Parkways Program, Refuge Roads Program, and Public Lands Highways Program into three programs.	Forest Highway/Public Lands or Public Lands Highways (FH/PL or PLHD)	Provides funding for roads providing access to and within Federal and Indian lands. Under Map-21, the restructured programs include: <ul style="list-style-type: none"> • Tribal Transportation Program (TTP) • Federal Lands Transportation Program (FLTP) • Federal Lands Access Program (FLAP) 	100% Federal or 80% Federal 20% Non-Federal

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	Description	Funding Ratio
Urbanized Area Formula Grant (Section 5307)			
<p>Program provides grants to urbanized Areas for public transportation capital, planning, job-access and reverse-commute projects, as well as operating expenses in certain circumstances.</p> <p>The Jobs Access and Reverse Commute Program was eliminated in MAP-21, but the activities carried out under the program are an eligible expense under Section 5307.</p>	<p>Federal Transit Administration (FTA-5307)</p>	<p>Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation.</p>	<p>80% Federal, 20% Non-Federal (Capital) 50% Federal, 50% Non-Federal (Operating)</p>
	<p>Federal Transit Administration Job Access/Reverse Commute (JARC-5316 or FTA-5316)</p>	<p>A Job Access project provides new or expanded transportation service designed to fill gaps that exist for welfare recipients and other low-income individuals to and from jobs and other employment-related services. Reverse commute projects facilitate the provision of new or expanded public mass transportation services for the general public from urban, suburban, and rural areas to suburban work sites.</p> <p>Under MAP-21 this program has been eliminated but job-access and reverse-commute projects are eligible under the Section 5307 Program and Section 5310 Program</p>	<p>80% Federal, 20% Non-Federal (Capital) 50% Federal, 50% Non-Federal (Operating)</p>
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)			
<p>MAP-21 consolidates the Elderly & Disabled Program and New Freedom Program into one program.</p> <p>Operating assistance is now available under this program.</p>	<p>Federal Transit Administration Elderly & Disabled Program (FTA-5310)</p>	<p>Section 5310 grants provide funding for capital expenses of private, nonprofit groups providing service to elderly persons or persons with the disabilities. The State agency assures that local applicants and proposed projects are eligible and comply with federal requirements.</p>	<p>80% Federal 20% Non-Federal</p>
	<p>Federal Transit Administration New Freedom Program (FTA-5317)</p>	<p>The New Freedom Program provides funding to serve persons with disabilities. The purpose of the program is to provide transportation services that either go beyond the minimum requirements of the Americans with Disabilities ACT (ADA), or provide new public transportation services which help meet the needs of people with disabilities.</p>	<p>80% Federal, 20% Non-Federal (Capital) 50% Federal, 50% Non-Federal (Operating)</p>

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	Description	Funding Ratio
Formula Grant of Rural Areas (Section 5311)			
<p>The program is largely the same as under SAFETEA-LU, with the exception that job-access and reverse-commute projects are eligible under this program.</p>	<p>Federal Transit Administration Formula Grants for Other than Urban Areas (Rural Areas) (FTA-5311)</p>	<p>Section 5311 formula funding is provided to states to support public transportation in areas of less than 50,000 population. Funds are available for transportation systems providing rural, general public transportation. Funding is available for capital, planning, and operating assistance. In the Johnson City MTPO area, NET Trans is a recipient of these funds as their services are offered outside the MTPO's urbanized area.</p>	<p>80% Federal, 20% Non-Federal (Capital)</p> <p>50% Federal, 50% Non-Federal (Operating)</p>
Bus and Bus Facilities (Section 5339)			
<p>Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment and to construct bus-related facilities.</p> <p>Replaces the Section 5309 Bus and Bus Facilities Program</p>	<p>Federal Transit Administration (FTA-5309)</p>	<p>Provides funding for 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.</p>	<p>80% Federal, 20% Non-Federal (Capital)</p> <p>50% Federal, 50% Non-Federal (Operating)</p>

Appendix A: Project List

The funding codes associated with the projects contained in these lists have been superseded by MAP-21 funding programs. The new funding programs are detailed in Chapter 4, pages 145-151.