

Show Me.....



A Decision-Maker's Funding Compendium  
for Transportation Systems Management  
and Operations

...the Money

NTOC

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This section offers helpful information on several sources of federal funding that exist for local governments. Explanations of purpose, eligibility and process for each program should be helpful in determining which programs are most appropriate given the situation and need at hand. Examples and a websites are also provided.

## 1. NATIONAL HIGHWAY SYSTEM (NHS)

**PURPOSE:** Funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.

**ELIGIBILITY FOR OPERATIONS:** Operating costs for traffic monitoring, management, and control systems, such as integrated traffic control systems, incident management programs, and traffic control centers, are eligible for Federal reimbursement from National Highway System and Surface Transportation Program funding.

Operating costs include labor costs, administrative costs, costs of utilities and rent, and other costs, including system maintenance costs, associated with the continuous operation of the system.

**PROCESS TO OBTAIN FUNDING:** Projects are identified and prioritized by MPOs and state DOTs. Projects must be included in the Transportation Improvement Program (TIP) developed by each MPO and the statewide TIP approved by the state DOT.

**CONTACT:** <http://ops.fhwa.dot.gov/travel/Ops-guide.htm>

### EXAMPLES

- >> Installation and integration of the Intelligent Transportation Systems Infrastructure
- >> Operating cost and expenses for traffic monitoring, management, and control
- >> Routine maintenance items that are not critical to the successful operation of the system, such as the painting of traffic signal controller cabinets, would normally fall outside of eligible operating costs.



## 2. SURFACE TRANSPORTATION PROGRAM (STP)

**PURPOSE:** Flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors.

**ELIGIBILITY FOR OPERATIONS:** Operating costs for traffic monitoring, management, and control systems, such as integrated traffic control systems, incident management programs, and traffic control centers, are eligible for Federal reimbursement from National Highway System and Surface Transportation Program funding.

Operating costs include labor costs, administrative costs, costs of utilities and rent, and other costs, including system maintenance costs, associated with the continuous operation of the system.

**PROCESS TO OBTAIN FUNDING:** Projects are identified and prioritized by MPOs and state DOTs. Projects must be included in the Transportation Improvement Program (TIP) developed by each MPO and the statewide TIP approved by the state DOT.

**CONTACT:** <http://ops.fhwa.dot.gov/travel/Ops-guide.htm>

EXAMPLES: SEE NHS ABOVE



## EXAMPLES

**Some of the types of Federal-aid projects that may be funded include the installation and integration of the Intelligent Transportation Systems Infrastructure such as:**

- >> Planning for regional management and operations programs
- >> Traffic signal control systems
- >> Freeway management systems
- >> Incident management systems
- >> Multimodal traveler information systems
- >> Transit management systems
- >> Electronic toll collection systems
- >> Electronic fare payment systems
- >> Railroad grade crossing systems
- >> Emergency services
- >> Implementation of the national ITS architecture for metropolitan and rural areas
- >> Development of regional ITS architecture

## EXAMPLES

**Some examples of typical Federal-aid capital improvement projects that may include eligible operating costs include:**

- >> System integration
- >> Telecommunications
- >> Reconstruction of buildings or structures that house system components
- >> Control/management center (construction) and system hardware and software for the projects
- >> Infrastructure-based Intelligent Transportation System capital improvements to link systems to improve transportation and public safety services
- >> Dynamic/Variable message signs
- >> Traffic signals

#### 4. ENHANCEMENT PROGRAM

**PURPOSE:** Federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of the transportation infrastructure

**ELIGIBILITY FOR OPERATIONS:** Includes pedestrian and bicycle safety and educational activities.

**PROCESS TO OBTAIN FUNDING:** Apply to state department of transportation. State, county, city and municipal governing bodies with authority to tax are eligible applicants.

**CONTACT:** <http://www.enhancements.org/>

##### EXAMPLES

- >> Bicycle Awareness Campaign
- >> Bicycle and Pedestrian Injury Prevention Program



## 5. FTA – URBANIZED AREA FORMULA GRANTS (SECTION 5307 – URBANIZED)

**PURPOSE:** Funding for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the Bureau of the Census.

**ELIGIBILITY FOR OPERATIONS:** For urbanized areas with populations under 200,000, funds may be used to finance transit operating costs. In general, operating assistance is no longer available to urbanized areas with populations of 200,000 and over. However, funds may be used for maintenance (as well as acquisition, construction, improvement) of equipment and facilities for use in transit. Funds may also be used for the operating cost of providing ADA complementary paratransit service.

**PROCESS TO OBTAIN FUNDING:** Projects and operating expenses must be included in an urbanized area's transportation improvement program (TIP), and in the Statewide transportation improvement program (STIP) approved by FTA and FHWA.

For urbanized areas with 200,000 in population and over, Urbanized Area Formula Program funds are apportioned and flow directly to a designated recipient(s) selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

**CONTACT:** [http://www.fta.dot.gov/937\\_ENG\\_HTML.htm](http://www.fta.dot.gov/937_ENG_HTML.htm)

### EXAMPLES

- >> Maintenance of transit facilities and equipment
- >> Operating costs of ADA complementary paratransit services



## 6. FTA – NONURBANIZED AREA FORMULA GRANTS (SECTION 5311)

**PURPOSE:** To enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services and recreation; to assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas.

**ELIGIBILITY FOR OPERATIONS:** May be used for operating expenses including maintenance.

**PROCESS TO OBTAIN FUNDING:** Projects and operating expenses must be included in an urbanized area's transportation improvement program (TIP), and in the Statewide transportation improvement program (STIP) approved by FTA and FHWA.

**CONTACT:** [http://www.fta.dot.gov/941\\_ENG\\_HTML.htm](http://www.fta.dot.gov/941_ENG_HTML.htm)

### EXAMPLE

>> Maintenance and other operating expenses



## 7. FTA – ELDERLY AND PERSONS WITH DISABILITIES PROGRAM (SECTION 5310)

**PURPOSE:** Improve mobility for the elderly and persons with disabilities throughout the country.

**ELIGIBILITY FOR OPERATIONS:** Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses. Examples of such eligible public bodies are a county agency on aging or a public transit provider which that state has identified as the lead agency to coordinate transportation services funded by multiple Federal or state human service programs.

**PROCESS TO OBTAIN FUNDING:** States apply for funds on behalf of local private non-profit agencies, public bodies that certify to the Governor governor that no nonprofit corporations or associations are readily available in an area to provide the service, and public bodies approved by the state to coordinate services for elderly persons and persons with disabilities.

**CONTACT:** [http://www.fta.dot.gov/grant\\_programs/specific\\_grant\\_programs/4226\\_ENG\\_HTML.htm](http://www.fta.dot.gov/grant_programs/specific_grant_programs/4226_ENG_HTML.htm)

### EXAMPLES

- >> Preventive maintenance, defined as all maintenance costs
- >> Microcomputer hardware and software
- >> Lease of equipment when lease is more cost effective than purchase
- >> Acquisition of transportation services under a contract, lease, or other arrangement



## 8. FTA – JOB ACCESS/REVERSE COMMUTE (SECTION 3037)

**PURPOSE:** To develop transportation services to connect welfare recipients and low-income persons to employment and support services.

**ELIGIBILITY FOR OPERATIONS:** Job Access grants may be used to finance operating costs of equipment, facilities and associated support costs related to providing access to jobs. The Reverse Commute grants assist in funding the costs associated with adding reverse commute bus, train, carpool or service from urban areas, urban, rural and other suburban locations to suburban work places.

**PROCESS TO OBTAIN FUNDING:** Applications are submitted to the appropriate FTA Regional Office.

**CONTACT:** [http://www.fta.dot.gov/grant\\_programs/specific\\_grant\\_programs/4339\\_ENG\\_HTML.htm](http://www.fta.dot.gov/grant_programs/specific_grant_programs/4339_ENG_HTML.htm)

### EXAMPLES





- >> Job Access grants
  - >Capital and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs
  - >Costs of promoting the use of transit by workers with nontraditional work schedules, promoting the use of transit vouchers, and promoting the use of employer-provided transportation including the transit benefits.
- >> Reverse Commute grants
  - >Operating costs, capital costs and other costs associated with reverse commute by bus, train, carpool, vans or other transit service.

# CREATIVE APPROACHES TO TRANSPORTATION FUNDING







Through a scan of the various sources of funds offered in this section, readers can explore ways that other jurisdictions have used creative approaches to transportation funding. More helpful details on the case studies that are cited here are listed in the next section.

## USER FEES AND TOLLS

SOURCE OF FUNDS	CASE STUDY PROJECT	CITATION
TRUCK FEES	Illinois DOT uses user fees to pay for preclearance system for weigh stations	Illinois Commercial Vehicle Pre-clearance for Weigh Stations Case Study – page 27
PARKING METERS AND PUBLIC OFF-STREET PARKING FACILITIES	Los Angeles Special Parking Revenue Fund is used for maintenance and operation of parking meters and facilities	Los Angeles Special Parking Revenue Fund Case Study – page 30
SURPLUS PARKING GARAGE REVENUE	Minnesota/PASS 394 HOT Lane Project used surplus parking garage revenue from facilities associated with this corridor, among other funds, to convert HOV lanes to variable toll lanes for single-occupant vehicles	Minn./PASS 394 HOT Lane Project Case Study – page 32
TURNPIKE TOLLS	NJ Turnpike Authority's Traffic Operations Center is financed through the collection of tolls	New Jersey Turnpike Authority's Traffic Operations Center Case Study – page 35

SOURCE OF FUNDS	CASE STUDY PROJECT	CITATION
 <b>ADVERTISING REVENUE</b>	Texarkana Urban Transit District receives uses revenue from advertising on buses and vans for vehicle purchasing and operations expenses	Texarkana Urban Transit District Case Study - page 40
 <b>NORFOLK SOUTHERN RAILROAD</b>	Mississippi DOT/ Norfolk Southern Rail Crossings Corridor Project, to signalize public highway/rail grade crossings in Mississippi, was funded jointly by MS DOT and Norfolk Southern Railroad.	Mississippi DOT/ Norfolk Southern Rail Crossings Corridor Project Case Study - page 33
 <b>UTILITY COMPANY</b>	Local utilities defrayed event costs for New York City Clean Fuels Forums.	Bruce Schaller, "Building Effective Relationships Between Central Cities and Regional, State and Federal Agencies," (Washington: Transportation Research Board. 2001) National Cooperative Highway Research Program Synthesis Report 297. Available: <a href="http://gulliver.trb.org/bookstore/">http://gulliver.trb.org/bookstore/</a>
 <b>WILLIAM PENN FOUNDATION</b>	William Penn Foundation provided grant to develop Walk Philadelphia signage system	Bruce Schaller, "Building Effective Relationships Between Central Cities and Regional, State and Federal Agencies," (Washington: Transportation Research Board. 2001) National Cooperative Highway Research Program Synthesis Report 297. Available: <a href="http://gulliver.trb.org/bookstore/">http://gulliver.trb.org/bookstore/</a>
 <b>INSURANCE COMPANY</b>	Commerce Insurance Company has sponsored Mass. CaresVan motorist assistance program, with funds to be used for expansion of the program.	Massachusetts CaresVan Program Case Study - page 31
 <b>INSURANCE COMPANY</b>	Intersection improvements funded by grant from insurance company.	Anchorage Intersection Operational and Safety Studies Case Study - page 21

## PUBLIC FUNDS

SOURCE OF FUNDS	CASE STUDY PROJECT	CITATION
 <b>PORT OF SEATTLE</b>	Seattle City Center ITS Project received funding from the Port of Seattle	Seattle City Center ITS Project Case Study – page 39
 <b>CMAQ</b>	CMAQ funds were obtained to help fund the Frankfort (Ky.) Transportation Operations Center, based on the percentage of vehicle miles traveled (VMT) in Kentucky that are in non-attainment areas.	Frankfort (Ky.) Transportation Operations Center Case Study – page 26
 <b>STP, CMAQ AND STATE FUNDS</b>	The Spokane Regional Transportation Management Center is a partnership venture of transportation agencies in the region. The project involves the construction and operation of a regional TMC, shared by the partner agencies, a communication backbone, and field devices.	Spokane Regional Transportation Management Center Case Study – page 39
 <b>CMAQ</b>	The Vancouver Area Smart Trek (VAST) program is a cooperative effort by transportation agencies in Clark County that developed and is cooperating to fund and implement the twenty-year VAST Implementation Plan.	Vancouver Area Smart Trek Program Case Study – page 42
 <b>WATER MANAGEMENT GRANTS</b>	Enhanced corridor using Southwest Florida Water Management grant money and matching funds.	Clearwater North Greenwood Corridor Enhancement Project Case Study – page 23
 <b>DEVELOPER MITIGATION FUNDS, GENERAL FUND, GAS TAX, COUNTY FUNDS</b>	Combination of discretionary capital transportation funds (state and local) used to incrementally build computer-based traffic signal control system.	Los Angeles Automated Traffic Surveillance and Control Center Case Study – page 28



THIS NOTE IS LEGAL TENDER  
FOR ALL DEBTS, PUBLIC AND PRIVATE

SERIES  
1996

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LEGAL TENDER  
FOR ALL DEBTS, PUBLIC AND PRIVATE

FEDERAL RESERVE NOTE  
UNITED STATES OF AMERICA

**ANCHORAGE INTERSECTION OPERATIONAL AND SAFETY STUDIES**

<b>DESCRIPTION</b>	Conduct intersection operational and safety studies for 5 high-accident intersections. The studies identified accidents and trends; road engineering safety concerns and countermeasures; economic evaluation of countermeasure cost/benefits; and recommended immediate and long-term plans of action to be implemented.
<b>INNOVATIVE FINANCING</b>	Utilized grant funds awarded by a nation-wide insurance company.
<b>DATES</b>	2002-03
<b>OPERATIONAL AREAS</b>	Traffic Signal Control Systems >> Traffic calming
<b>PARTICIPATING AGENCY</b>	Municipality of Anchorage Traffic Department
<b>FEDERAL FUNDING SOURCES</b>	Other
<b>S/R/L FUNDING SOURCES</b>	Private sector sources



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## CAPITAL BELTWAY HOT LANES PPTA PROJECT

### DESCRIPTION

Fluor Daniel proposes to build two high-occupancy toll (HOT) lanes in each direction on a 14-mile segment of the Capital Beltway, from north of the Springfield Interchange to north of the Dulles Toll Road. According to the proposal, HOT lanes would be free to carpoolers, buses and emergency vehicles; cars carrying only one or two people would pay a variable toll to use the lanes. Large trucks would not be allowed to use HOT lanes.

### INNOVATIVE FINANCING

Preliminary plan of finance relies on a capital markets toll revenue bond issuance, a loan from USDOT under the TIFIA program, and a contribution from the governmental sponsors.

### DATES

As of publication in early 2005, in planning stages

### OPERATIONAL AREAS

Electronic Toll Collection Systems >> HOV lanes >> Carpool, vanpool

### PARTICIPATING AGENCIES

Virginia DOT >> Metropolitan Washington Council of Governments (MWCOG) >> Fairfax County >> Washington Metropolitan Area Transit Authority (WMATA) >>

**FEDERAL FUNDING SOURCES** See description

**S/R/L FUNDING SOURCES** Tolls >> See description



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## CLEARWATER NORTH GREENWOOD CORRIDOR ENHANCEMENT PROJECT

<b>DESCRIPTION</b>	Transformed a corridor with streetscaping, traffic calming and construction of the Martin Luther King, Jr., Roundabout
<b>INNOVATIVE FINANCING</b>	By moving up the timeframe for bringing reclaimed water to an African-American community and re-routing the RCW alignment to go down the major street, we used Southwest Florida Water Management grant money, plus matching money, to obtain \$850,000 to tear up the street, put in the line and restore it. However, instead of restoring it to the original condition, for an incremental cost we restored it to the enhanced condition.
<b>DATES</b>	2001/2003
<b>OPERATIONAL AREAS</b>	Traffic calming
<b>PARTICIPATING AGENCIES</b>	Southwest Florida Water Management >> City of Clearwater
<b>FEDERAL FUNDING SOURCES</b>	Other
<b>S/R/L FUNDING SOURCES</b>	General fund



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## CALTRANS MOBILITY TECHNOLOGIES

<b>DESCRIPTION</b>	Private vendor gains access to state freeway right-of-way to install vehicle detection system.
<b>INNOVATIVE FINANCING</b>	State does not own or operate the equipment. We get data that we have agreed not to share openly. The vendor sells the data to the major media markets to finance the maintenance and operations of their detection system.
<b>DATES</b>	Currently in deployment
<b>OPERATIONAL AREAS</b>	Traveler Information Systems
<b>PARTICIPATING AGENCIES</b>	Caltrans >> SANDAG
<b>FEDERAL FUNDING SOURCES</b>	Other
<b>S/R/L FUNDING SOURCES</b>	Gas tax

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## FORT SMITH, ARK. 5307 URBANIZED FORMULA TRANSPORTATION GRANT / 3037 JOB ACCESS GRANT

### DESCRIPTION

Fort Smith Transit operates four core fixed routes and 4 paratransit/demand response routes from 5 am until 7 pm Monday-Friday and from 8 am to 7 pm on Saturday. To assist the fixed route system during peak hours we provide three expansion routes. Night service is also available Monday through Friday from 7 pm to 11:20 pm.

### INNOVATIVE FINANCING

Our base local match funding (21%) comes from a percentage of the city's allocated county sales tax apportionment. The city provides more funds to help support the night service. Through the state we receive 5% of our local match funding through a rental car sales tax program. The remaining 9% comes from a combination of fares and other sources including mobile advertising proceeds, gas tax refunds and charters/shuttles.

### DATES

Our system was new in 1996 with 4 buses. More were added as system demand grew. In September 2001, we added 5 buses as part of an expansion program; today we have a fleet of 18 buses.

### OPERATIONAL AREAS

Development of Regional ITS Architecture >> Bicycle and pedestrian facilities and programs >> Transit vehicle purchasing >> Transit vehicle maintenance >> Transit service operating costs >> Electronic Fare Payment Systems >> Emergency Services

### PARTICIPATING AGENCIES

Arkansas State Highway and Transportation Department >> Bi-State Metropolitan Planning Organization >> City of Fort Smith >> City of Sebastian >> Fort Smith Transit >> Bridges To Opportunities

### FEDERAL FUNDING SOURCES

FTA - Urbanized area formula grants >>  
FTA - Job Access/Reverse Commute

### S/R/L FUNDING SOURCES

General fund >> Specialized taxes (oil company, mortgage recording, auto rental, etc.) >> Transit fares >> Gas tax >> County funds



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### CONTACT

## MINNESOTA/PASS 394 HOT LANE PROJECT

<b>DESCRIPTION</b>	Converting current HOV lanes, both reversible barrier separated and striped diamond lanes, to variable toll lanes for single occupant vehicles
<b>INNOVATIVE FINANCING</b>	The financing is from federal ITS funds, surplus parking garage revenue from facilities associated with this corridor, and private sector contributions
<b>DATES</b>	Project is expected to be fully operational 12/2004. <b>[Robert – need an update since it's now 2005]</b>
<b>OPERATIONAL AREAS</b>	Freeway Management Systems >> Electronic Toll Collection Systems >> HOV lanes
<b>PARTICIPATING AGENCIES</b>	Minnesota Department of Transportation >> Metropolitan Council >> Metro Transit
<b>FEDERAL FUNDING SOURCES</b>	Other
<b>S/R/L FUNDING SOURCES</b>	Accumulated surplus parking garage revenues >> Tolls >> Private sector sources

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## MISSISSIPPI DOT/ NORFOLK SOUTHERN RAIL CROSSINGS CORRIDOR PROJECT

<b>DESCRIPTION</b>	Project developed to signalize all public highway/rail grade crossings on Norfolk Southern in the state of Mississippi.
<b>INNOVATIVE FINANCING</b>	Funding was a public/private partnership with the Mississippi DOT funding 70% and Norfolk Southern 30%.
<b>DATES</b>	Project began in February 1999 and was completed in the first quarter of 2004.
<b>OPERATIONAL AREAS</b>	Other (railroad grade crossing systems)
<b>PARTICIPATING AGENCIES</b>	Mississippi DOT >> FHWA
<b>FEDERAL FUNDING SOURCES</b>	Other
<b>S/R/L FUNDING SOURCES</b>	Optional Safety Funds >> Norfolk Southern



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## PORTLAND TRAFFIC SIGNAL RETIMING USING CLIMATE TRUST FUNDING VIA CO<sup>2</sup> OFFSET CREDITS

### DESCRIPTION

The project includes retiming 170 traffic signals in Oregon (81 in City of Portland; 31 outside Portland by Oregon DOT; and 58 by Washington County)

### INNOVATIVE FINANCING

The Climate Trust is an Oregon non-profit organization created to track and bank CO<sup>2</sup> offset credits for power plant program. We are receiving \$3.44/ton of CO<sup>2</sup> saved due to signal retiming. The fuel savings from signal retiming are converted into CO<sup>2</sup> reduction. We are using the Synchro timing model to compute the before-after savings in fuel. We are receiving 10 years' worth of savings for each retiming project. The project is covering about 80% of our costs.

### DATES

Oct. 2003

### OPERATIONAL AREAS

Traffic Signal Control Systems

### PARTICIPATING AGENCIES

Oregon DOT >> City of Portland >> Washington County >> The Climate Trust

### S/R/L FUNDING SOURCES

CO<sup>2</sup> credits

36



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## SCHUYLKILL EXPRESSWAY CORRIDOR TSM DEVELOPMENT PROGRAM

<b>DESCRIPTION</b>	Transportation System Management (TSM) is an approach for using transportation facilities more efficiently through public transportation, regulatory, pricing, management, operations, and traffic engineering strategies. TSM promotes ridesharing, transit improvements, and technology-based solutions, e.g., dynamic message signs and traffic signal coordination, to increase traffic efficiency, particularly during expressway incidents. By improving exchange of information among agencies, PENNDOT, SEPTA, and local municipalities can react more effectively to incidents along the Schuylkill Expressway to minimize the impact of incidents on local service and streets.
<b>INNOVATIVE FINANCING</b>	First stages of project are 80% federal and 20% state funded. The 80% federal portion was a federal earmark secured by the Montgomery County planning commission and SEPTA (local transit authority). The ensuing project implementation will proceed based on available federal, state, and local funding, i.e., coordinated signal systems within municipality / townships.
<b>DATES</b>	Project began in October 2002.
<b>OPERATIONAL AREAS</b>	Traffic Signal Control Systems >> Transit Management Systems >> Freeway Management Systems >> Incident Management Systems
<b>PARTICIPATING AGENCIES</b>	PENNDOT >> Delaware Valley Regional Planning Commission (DVRPC) >> Montgomery County Planning Commission >> City of Philadelphia >> Boroughs of Bridgeport, Conshohocken, Narberth, Norristown, & West Conshohocken >> Townships of East Norriton, Lower Merion, Plymouth, Radnor, Upper Merion, & Whitemarsh >> Montgomery & Philadelphia County 911 Centers >> Southeastern Pennsylvania Transit Authority (SEPTA) >> FHWA
<b>FEDERAL FUNDING SOURCES</b>	Federal Aid - CMAQ
<b>S/R/L FUNDING SOURCES</b>	General fund



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## VANCOUVER AREA SMART TREK PROGRAM

<b>DESCRIPTION</b>	The Vancouver Area Smart Trek (VAST) program is a cooperative effort by transportation agencies in Clark County that developed and is cooperating to fund and implement the twenty-year VAST Implementation Plan
<b>INNOVATIVE FINANCING</b>	Over the last 3 years the VAST regional partners have committed regional Congestion Mitigation and Air Quality and local match funding of \$6.3 million for a set of projects that included the baseline development of a transportation management center for improving efficiency of freeway operations as well as cameras, detectors, and variable message signs connected to the transportation management center.
<b>DATES</b>	The VAST program was initiated in 1999 as a multi-agency regional effort. The pooled CMAQ funding began in 2000.
<b>OPERATIONAL AREAS</b>	Traffic Signal Control Systems >> Development of Regional ITS Architecture >> Transit Management Systems >> Freeway Management Systems >> Incident Management Systems >> Traveler Information Systems >> Transit Vehicle Maintenance
<b>PARTICIPATING AGENCIES</b>	Washington State Department of Transportation >> Southwest Washington Regional Transportation Council >> Cities of Vancouver and Camas >> Clark County >> C-TRAN
<b>FEDERAL FUNDING SOURCES</b>	Federal Aid - CMAQ
<b>S/R/L FUNDING SOURCES</b>	General fund >> Gas tax

### **CONTACT**

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ADA	Americans with Disabilities Act of 1990
CMAQ	Congestion Mitigation and Air Quality
DOT	Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HOT lane	High Occupancy Toll lane
HOV	High Occupancy Vehicle
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
JARC	Job Access/Reverse Commute Program
MPO	Metropolitan Planning Organization
NAAQS	National ambient air quality standards
NHS	National Highway System
O&M	Operations and management
PM	Particulate matter
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TEA-21	Transportation Equity Act for the 21st Century
TIFIA	Transportation Infrastructure Finance and Innovation Act of 1998
TIP	Transportation Improvement Program
VMP	Vehicle miles traveled



# Show Me...*the Money*