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. Due to new programs in the transportation authorization bill, some of the terms listed here may not be included in the documents yet but will be added through amendments and modifications throughout the year.

This document provides definitions of terms and acronyms related to transportation funding commonly found in the regional transportation improvement program (TIP). The first two pages include definitions of common terms and concepts included in the TIP. The subsequent pages contain an alphabetical list of funding terms as shown in the "Funding Source" section of each project description in the TIP.

### General Acronyms and Terms Used in the TIP

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACHD</td>
<td>Ada County Highway District; the agency responsible for all non-state roadways in Ada County.</td>
</tr>
<tr>
<td>ACCHD</td>
<td>Association of Canyon County Highway Districts.</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act; civil rights legislation prohibiting discrimination against persons with disabilities.</td>
</tr>
<tr>
<td>Boise Area / Boise Urbanized Area / Large Urban (LU)</td>
<td>Generally, northern Ada County, including the cities of Boise, Eagle, Garden City, and Meridian. For FHWA funding: Generally, eligible for Transportation Management Area (TMA) funds. For FTA funding: Eligible for “large urban” (LU) funds.</td>
</tr>
<tr>
<td>COMPASS/CPA</td>
<td>Community Planning Association of Southwest Idaho.</td>
</tr>
<tr>
<td>HD</td>
<td>Highway district</td>
</tr>
<tr>
<td>Federal-aid Roadway</td>
<td>A road that is functionally classified as a collector or higher, making it eligible for federal funding.</td>
</tr>
<tr>
<td>Federal funding</td>
<td>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.</td>
</tr>
<tr>
<td>Federal Highway Administration (FHWA)</td>
<td>An agency within the US Department of Transportation 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.</td>
</tr>
<tr>
<td>Federal Transit Administration (FTA)</td>
<td>An agency within the US Department of Transportation that provides financial and technical assistance to local public transportation systems.</td>
</tr>
<tr>
<td>FY</td>
<td>Fiscal year (refers to the federal fiscal year, which runs October 1 – September 30).</td>
</tr>
<tr>
<td>GARVEE</td>
<td>Grant Anticipation Revenue Vehicle (bonds).</td>
</tr>
<tr>
<td>Hwy (Highway)</td>
<td>Used with a funding program (e.g., State Hwy – System Support).</td>
</tr>
<tr>
<td>I</td>
<td>Interstate</td>
</tr>
<tr>
<td>I-84</td>
<td>Interstate 84</td>
</tr>
<tr>
<td>IN</td>
<td>Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.</td>
</tr>
<tr>
<td>Idaho Transportation Department (ITD)</td>
<td>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.</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent transportation systems: advanced technologies to improve the efficiency and safety of transportation systems.</td>
</tr>
</tbody>
</table>
## General Acronyms and Terms Used in the TIP, Continued

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>Key number (KN)</td>
<td>A unique identification number assigned to each project in the TIP.</td>
</tr>
<tr>
<td>Large Urban (LU)</td>
<td>Funding specific to large urbanized areas in the state (50,000 to 199,999 in population). The Nampa Urbanized Area (made up of the Cities of Nampa and Caldwell and parts of the unincorporated Canyon County) is an example.</td>
</tr>
<tr>
<td>Local funding</td>
<td>Funding collected by local agencies, such as Ada County Highway District, for use on local projects.</td>
</tr>
<tr>
<td>Local match</td>
<td>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.</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan planning organization (COMPASS is the MPO for Ada and Canyon Counties).</td>
</tr>
<tr>
<td>Nampa Area / Nampa Urbanized Area / Small Urban (SU)</td>
<td>Generally, eastern Canyon County, including the cities of Nampa and Caldwell. For FHWA funding: Eligible for “large urban” (LU) funds. For FTA funding: Eligible for “small urban” (SU) funds.</td>
</tr>
<tr>
<td>National Environmental Policy Act (NEPA)</td>
<td>A law that requires the assessment of the environmental effects of proposed actions before making decisions on federally funded projects. A “NEPA study” refers to the documentation required for compliance with NEPA.</td>
</tr>
<tr>
<td>NHS</td>
<td>National Highway System</td>
</tr>
<tr>
<td>PD</td>
<td>Preliminary Development: the design phase of the project may begin, but construction is not yet programmed (budgeted) for a specific year.</td>
</tr>
<tr>
<td>PM</td>
<td>Performance Measure. Refers to either of two sets of performance measures reported in the TIP: one to meet the vision of goals of the regional long-range transportation plan (<em>Communities in Motion</em>) and one that meets federal requirements.</td>
</tr>
<tr>
<td>ORN</td>
<td>OTIS reference number (temporary key number).</td>
</tr>
<tr>
<td>OTIS</td>
<td>Office of Transportation Investment Systems (Department at ITD). (Renamed since this term was developed).</td>
</tr>
<tr>
<td>RC</td>
<td>Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.</td>
</tr>
<tr>
<td>RD</td>
<td>Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.</td>
</tr>
<tr>
<td>Rural (R)</td>
<td>For FHWA funding: An area with less than 5,000 in population. For FTA funding: An area with less than 50,000 in population.</td>
</tr>
<tr>
<td>Road Weather Information System (RWIS)</td>
<td>A weather station to provide real-time data along roadways.</td>
</tr>
<tr>
<td>SH</td>
<td>State highway (e.g., SH-16).</td>
</tr>
<tr>
<td>SR2S</td>
<td>Safe Routes to School; a program to improve the health of children by enabling and encouraging them to walk and bike to school safely.</td>
</tr>
<tr>
<td>SU</td>
<td>For FHWA funding: An area between 5,000 and 50,000 in population. For FTA funding: An area between 50,000 and 200,000 in population.</td>
</tr>
<tr>
<td>State funding</td>
<td>Transportation funding collected by the State of Idaho for use by the Idaho Transportation Department.</td>
</tr>
<tr>
<td>TDM</td>
<td>Transportation Demand Management: a wide range of tactics meant to reduce the level of demand on the transportation system by providing alternative options of how and when people travel to reduce the number of trips and vehicles during congested hours of travel.</td>
</tr>
<tr>
<td>TIP</td>
<td>Regional transportation improvement program. A seven-year budget of projects in Ada and Canyon Counties paid for with federal or state transportation dollars and/or that are “regionally significant.”</td>
</tr>
</tbody>
</table>
General Acronyms and Terms Used in the TIP, Continued

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>TMA</td>
<td>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 <a href="https://compassidaho.org/wp-content/uploads/TAP-TMApolicy190225.pdf">https://compassidaho.org/wp-content/uploads/TAP-TMApolicy190225.pdf</a> (FHWA term. FTA refers to TMA areas as Large Urban.)</td>
</tr>
<tr>
<td>TSMO</td>
<td>Transportation System Management and Operations</td>
</tr>
<tr>
<td>TVT</td>
<td>Treasure Valley Transit; a private, non-profit public transportation company operating in rural southwest Idaho</td>
</tr>
<tr>
<td>US</td>
<td>When used with a number, refers to a US highway (e.g., US-20).</td>
</tr>
<tr>
<td>VRT</td>
<td>Valley Regional Transit; the regional public transportation authority for Ada and Canyon Counties.</td>
</tr>
</tbody>
</table>

Funding Sources and Uses

The information below reflects the typical use of funds and is provided to help the reader understand the 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.

<table>
<thead>
<tr>
<th>Funding source*</th>
<th>What it’s used for</th>
<th>Example</th>
<th>Who can use this funding in Ada/Canyon Counties**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advanced Construction (Local)</td>
<td>For projects that qualify for FHWA funding, a process that allows local funds to be used early in a project but qualifies the funds to be replaced with federal aid in the future.</td>
<td>When there is not enough federal aid in a given year, local funds must be added to cover costs.</td>
<td>Local high districts or cities</td>
</tr>
<tr>
<td>Advanced Construction (State)</td>
<td>For projects that qualify for FHWA funding, a process that allows state funds to be used early in a project but qualifies the funds to be replaced with federal aid in the future.</td>
<td>When there is not enough federal aid in a given year, state funds must be added to cover costs.</td>
<td>ITD</td>
</tr>
<tr>
<td>Bridge (State)</td>
<td>Replacing or rehabilitating state bridges.</td>
<td>Fixing a current bridge or replacing an old bridge with a new one.</td>
<td>ITD</td>
</tr>
<tr>
<td>Bridge (Local)</td>
<td>Replacing or rehabilitating local (non-ITD) bridges.</td>
<td>Fixing a current bridge or replacing an old bridge with a new one.</td>
<td>Local highway districts or cities</td>
</tr>
<tr>
<td>Carbon Reduction Program – Large Urban (CRP-LU)</td>
<td>Projects in the Nampa Urbanized Area designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.</td>
<td>Traffic monitoring, management, or control facility or program; public transportation; sidewalks or pathways; etc.</td>
<td>Generally, jurisdictions in the Nampa Urbanized Area</td>
</tr>
<tr>
<td>Funding source*</td>
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</tr>
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<td>-----------------------------------------------</td>
</tr>
<tr>
<td><strong>Carbon Reduction Program – Transportation Management Area (CRP-TMA)</strong></td>
<td>Projects in areas with populations over 200,000 designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.</td>
<td>Traffic monitoring, management, or control facility or program; public transportation; sidewalks or pathways; etc.</td>
<td>Generally, jurisdictions in the Boise Urbanized Area</td>
</tr>
<tr>
<td>Early Development</td>
<td>A placeholder for state funds for projects in line with state funding. These funds will be replaced once the actual funding source is identified for the specific project.</td>
<td>Projects funded with state funding.</td>
<td>ITD</td>
</tr>
<tr>
<td><strong>Federal Lands Access Program (FLAP)</strong></td>
<td>Projects that enhance access to federal lands. Program managed by the Western Federal Lands division of the US Department of Transportation.</td>
<td>Improvements to roads that access public lands such as Bogus Basin Road.</td>
<td>Any (must be associated with federal lands)</td>
</tr>
<tr>
<td>Federal Rail Crossing (Fed RRX)</td>
<td>Projects that enhance transportation safety at railroad crossings using federal funds.</td>
<td>Rebuild a railroad crossing or add crossing arms.</td>
<td>Any</td>
</tr>
<tr>
<td><strong>FTA 5303</strong></td>
<td>FTA funding for metropolitan planning.</td>
<td>Funding for COMPASS to conduct regional transportation planning for long-term public transportation services.</td>
<td>COMPASS</td>
</tr>
<tr>
<td><strong>FTA 5307 LU</strong></td>
<td>Planning, developing, improving, and operating public transportation services in large urban areas with populations over 200,000.</td>
<td>Purchasing new buses, or paying operating costs, such as fuel and drivers’ salaries.</td>
<td>Public transportation providers in the Boise Urbanized Area</td>
</tr>
<tr>
<td><strong>FTA 5307 SU</strong></td>
<td>Planning, developing, improving, and operating public transportation services in small urban areas with a population between 50,000 and 200,000.</td>
<td>Purchasing new buses, or paying operating costs, such as fuel and drivers’ salaries.</td>
<td>Public transportation providers in the Nampa Urbanized Area</td>
</tr>
<tr>
<td><strong>FTA 5310 LU</strong></td>
<td>Public transportation services and equipment that directly benefit the elderly and people with disabilities in areas with populations over 200,000.</td>
<td>Purchasing buses or vans for senior centers.</td>
<td>Public transportation providers in the Boise Urbanized Area</td>
</tr>
<tr>
<td><strong>FTA 5310 R</strong></td>
<td>Public transportation services and equipment that directly benefit the elderly and people with disabilities in areas with a population of less than 50,000.</td>
<td>Purchasing buses or vans for senior centers.</td>
<td>Public transportation providers outside of the Boise and Nampa Urbanized Areas</td>
</tr>
<tr>
<td><strong>FTA 5310 SU</strong></td>
<td>Public transportation services and equipment that directly benefit the elderly and people with disabilities in areas with a population between 50,000 and 200,000.</td>
<td>Purchasing buses or vans for senior centers.</td>
<td>Public transportation providers in the Nampa Urbanized Area</td>
</tr>
<tr>
<td><strong>FTA 5311</strong></td>
<td>Planning, developing, improving, and operating public transportation services in areas with populations under 50,000.</td>
<td>Purchasing new buses, or paying operating costs, such as fuel and drivers’ salaries.</td>
<td>Rural public transportation providers</td>
</tr>
<tr>
<td>Funding source*</td>
<td>What it’s used for</td>
<td>Example</td>
<td>Who can use this funding in Ada/Canyon Counties**</td>
</tr>
<tr>
<td>-----------------</td>
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<td>-----------------------------------------------</td>
</tr>
<tr>
<td>FTA 5339 LU</td>
<td>Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and construct bus-related facilities in areas with a population of over 200,000.</td>
<td>Purchasing buses or building bus shelters.</td>
<td>Public transportation providers in the Boise Urbanized Area</td>
</tr>
<tr>
<td>FTA 5339 R</td>
<td>Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and construct bus-related facilities in areas with a population between 50,000 and 200,000.</td>
<td>Purchasing buses or building bus shelters.</td>
<td>Public transportation providers in rural areas</td>
</tr>
<tr>
<td>FTA 5339 SU</td>
<td>Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and construct bus-related facilities in areas with a population between 50,000 and 200,000.</td>
<td>Purchasing buses or building bus shelters.</td>
<td>Public transportation providers in the Nampa Urbanized Area</td>
</tr>
<tr>
<td>Freight</td>
<td>Capital funding to improve freight movement on prioritized freight corridors.</td>
<td>Providing wider turning movements at an intersection.</td>
<td>ITD, local highway districts, or cities (but must be on prioritized freight corridor)</td>
</tr>
<tr>
<td>GARVEE</td>
<td>Grant Anticipation Revenue Vehicle</td>
<td>Capacity projects on a corridor specifically approved by the Idaho Legislature for this funding.</td>
<td>ITD</td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP) (Local)</td>
<td>A project that improves safety on locally managed roadways.</td>
<td>Adding safety lighting along a corridor.</td>
<td>Local highway districts or cities</td>
</tr>
<tr>
<td>House Bill 132 and House Bill 312 (HB132 and HB312)</td>
<td>Increased taxes for projects to keep roads and bridges in good condition.</td>
<td>Rehabilitating a road.</td>
<td>ITD (other agencies receive these funds, but they are not reported in the TIP)</td>
</tr>
<tr>
<td>Interstate Maintenance (IM)</td>
<td>A project to resurface, restore, rehabilitate, or reconstruct most routes on an Interstate System.</td>
<td>Replacing an interchange on Interstate 84.</td>
<td>ITD</td>
</tr>
<tr>
<td>Local Participating</td>
<td>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.</td>
<td>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.</td>
<td>Any</td>
</tr>
</tbody>
</table>
### Funding source* | What it’s used for | Example | Who can use this funding in Ada/Canyon Counties**
--- | --- | --- | ---
Local (Regionally Significant) | Locally funded projects (no state or federal funds) are included in the TIP because they are significant to the region, generally adding capacity to a principal arterial. | Adding an additional traffic lane between two intersections on a major roadway, using local (not state or federal) funds. | Local highway districts or cities
National Highway Performance Program (NHPP) | A project that provides support for the condition and performance of the National Highway System. | Construction, restoration, rehabilitation, or preservation projects on roads designated on the National Highway System. | ITD
National Electric Vehicle Infrastructure (NEVI) | Projects that develop the electric infrastructure in the state. | Projects directly related to the charging of a vehicle and only for infrastructure that is open to the public. | ITD, generally along a designated alternative fuel corridor
Metropolitan Planning | FHWA funding for metropolitan planning. | Funding for COMPASS to conduct long-range regional transportation planning. | COMPASS
Private Developer | When transportation improvements are important for local development, the private developer may pay for some or all of the project costs. | Any project is eligible for partnership from private partners. | Any
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) | Provides funding to make the transportation system more resilient to weather-related events, such as flooding or wildfire. | Improves to avoid water on roadways, planning to mitigate potential natural disasters. | ITD
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | Federally competitive grant program for projects that help sponsors obtain funding for projects that are harder to support through other funding programs. | Typically larger, complex transportation projects related to roadway, rail, transit, or port improvements. | Any
Sales Tax Anticipated Revenue (STAR) | Allows a developer to construct transportation projects using private funds and be refunded with state funds through the sales tax generated by the new development once certain milestones are met. | Improvements funded by a developer, such as widening a road to accommodate increased traffic at a new shopping mall. | Private Developers in partnership with any transportation jurisdiction
State Funds | Any project on a state-owned facility. Funds are flexible. | Any type of road improvement, including operations, technology, planning, support projects, and limited alternative transportation on the state highway system. | ITD
<table>
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</tr>
</thead>
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<tr>
<td>State Rail Protection Account</td>
<td>Provides the match funds for the federal railroad crossing project, which requires a 10% local match.</td>
<td>Improve the surface of a railroad crossing and/or add lighting and safety gates.</td>
<td>Local highway districts or cities</td>
</tr>
<tr>
<td>Surface Transportation Block Grant – Large Urban (STBG – LU)</td>
<td>Mainly roadway projects in the Nampa Urbanized Area. However, this funding has the flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more.</td>
<td>Nearly any type of road construction project, including projects such as road widening or chip sealing.</td>
<td>Jurisdictions in the Nampa Urbanized Area</td>
</tr>
<tr>
<td>Surface Transportation Block Grant – Rural (STBG – R)</td>
<td>Mainly roadway projects in small towns and rural areas with populations under 5,000. However, this funding has the flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.</td>
<td>Nearly any type of road construction project, including projects such as road widening or chip sealing.</td>
<td>Jurisdictions in areas with populations under 5,000</td>
</tr>
<tr>
<td>Surface Transportation Block Grant – Small Urban (STBG – SU)</td>
<td>Mainly roadway projects with populations between 5,000 and 50,000. However, this funding has the flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more.</td>
<td>Nearly any type of road construction project, including projects such as road widening or chip sealing.</td>
<td>Jurisdictions in the Cities of Kuna, Middleton, and Star</td>
</tr>
<tr>
<td>Surface Transportation Block Grant – State (STBG – State)</td>
<td>Mainly roadway projects for use anywhere in the state. However, this funding has the flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.</td>
<td>Nearly any type of road construction project, including projects such as road widening or chip sealing.</td>
<td>ITD</td>
</tr>
<tr>
<td>Surface Transportation Block Grant – Transportation Management Area (STBG – TMA)</td>
<td>Mainly roadway projects in urbanized areas of 200,000 or greater population. However, this funding has the flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more.</td>
<td>Nearly any type of road construction project, including projects such as road widening or chip sealing.</td>
<td>Jurisdictions in the Boise Urbanized Area</td>
</tr>
<tr>
<td>Transportation Expansion and Congestion Mitigation (TECM)</td>
<td>Projects to expand the existing system to relieve congestion on state highways.</td>
<td>Widening a highway.</td>
<td>ITD</td>
</tr>
<tr>
<td>Transportation Alternatives Program State (TAP – State)</td>
<td>Projects that support “alternative” (non-motorized) transportation options anywhere in the state.</td>
<td>Building a walking or biking path.</td>
<td>Any local transportation agency, city, or county (including jurisdictions in the Boise Urbanized Area) and eligible non-profit organizations</td>
</tr>
<tr>
<td>Transportation Alternatives Program – Transportation Management Area</td>
<td>Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 200,000 or greater population.</td>
<td>Building a walking or biking path.</td>
<td>Generally, jurisdictions in the Boise Urbanized Area and eligible non-profit organizations</td>
</tr>
<tr>
<td>Funding source*</td>
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<td>-----------------------------------------------</td>
</tr>
<tr>
<td>(TAP – TMA)</td>
<td></td>
<td></td>
<td>non-profit organizations</td>
</tr>
<tr>
<td>Transportation Alternatives Program, Large Urban (TAP – LU)</td>
<td>Projects that support “alternative” (non-motorized) transportation options in the Nampa Urbanized Area.</td>
<td>Building a walking or biking path.</td>
<td>Generally, jurisdictions in the Nampa Urbanized Area and eligible non-profit organizations</td>
</tr>
<tr>
<td>Transportation Alternatives Program, Small Urban (TAP – SU)</td>
<td>Projects that support “alternative” (non-motorized) transportation options in areas with a population between 5,000 and 50,000.</td>
<td>Building a walking or biking path.</td>
<td>Jurisdictions in the Cities of Kuna, Middleton, and Star and eligible non-profit organizations</td>
</tr>
</tbody>
</table>

*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 that may apply for particular types of funding for particular types of projects. Except for TMA funds, all other funding sources can be used by other appropriate agencies throughout Idaho as well, based on funding definitions.