

## Transportation Funding Overview

Administering Agency	Program Name	Description	Eligible Projects	Source of Funds	Local Match Required	Available Funding Amount Program-wide	Funding Application Limitations	Timing (Applications Due)	Funding Year	Council Resolution Required?	Funding Authority	Examples of Projects Funded
VDOT	Smart Scale	Replaces formula state funding for transportation with competitive application process. Projects are chosen based on objective, out-come based scoring,	Highway, transit, rail, road, bike/ped operational improvements and transportation demand management projects that meet a need identified in VTrans 2040 for a Corridor of Statewide Significance, Regional Network or Urban Development Area.	Federal and State	No	\$1B available statewide for FY 22-23	<b>No funding maximum.</b> Projects awarded funding based on statewide prioritization process to select projects that provide the maximum cost/benefit. SMART SCALE utilizes evaluation measures for six factor areas: safety, congestion mitigation, accessibility, environmental quality, economic development and land use. Four different weighting typologies were established for the state. In NoVA congestion mitigation has a higher weighting than in the rest of state.	Sept, even years (i.e. 2016, 2018)	6 and 7 years out	Yes	<b>§33.2-358 of the Code of Virginia.</b> Funding subject to Smart Scale comes from two pathways: the construction District Grants Program (DGP) and the High-Priority Projects Program (HPPP). Projects applying for the DGP funds compete with other projects from the same construction district. Projects applying for HPP funds compete with projects from across the Commonwealth.	<ul style="list-style-type: none"> <li>Government Center Parkway Extension</li> <li>University Drive Extension</li> </ul>
	Revenue Sharing	Provides dollar for dollar matching funding for construction, reconstruction or maintenance projects. Projects awarded funding based on priority tiers.	Construction, reconstruction, improvement or maintenance projects	State	Yes, 50%	FY 18 statewide allocation is \$100M. FY 17 allocation was \$150M.	<b>Maximum of \$10 million per year per locality.</b> First priority to construction projects that have previously received Revenue Sharing funding. Second priority to projects that meet a transportation need identified in the Statewide Transportation Plan or to projects that can accelerate a project in a locality's capital plan.	Sept, odd years (i.e. 2017, 2019)	Next 2 Years	Yes	<b>Section 33.2-357 of the Code of Virginia.</b> CTB currently reviewing program. Changes expected prior to FY 19 funding cycle.	<ul style="list-style-type: none"> <li>Burke Station Road Improvements</li> <li>Chain Bridge Road Sidewalk</li> <li>Fairfax Blvd Roadbed</li> </ul>
	Primary Extension Paving	Provides funding for paving or reconstruction of extensions of Primary roadways that have a combined condition index (maintenance rating) of less than 60. Projects awarded funding in order of ranked priority.	Primary Extension Roadways with CCI's less than 60. Routes 123, 29/50 and 236 qualify in the City.	State	No	In FY 17, \$17M awarded statewide.	<b>Maximum of \$1 million per year per locality.</b> Project scoring on a statewide competitive basis based on CCI, traffic volume, NHS designation and prior year maintenance pavement expenditures. Allocations ranked statewide and awarded in the order or ranked priority. Projects must be advertised within 6 months of award.	March, annually	Next Year	No	<b>Section 33.2-358 (C) of the Code of Virginia</b> authorizes a set-aside of \$500M for certain transportation purposes. Of that amount 25% is set aside for reconstruction of interstate, primary and primary extension routes that have a CCI of less than 60. Primary extensions represent approximately 14% of the total lane miles for this set aside.	<ul style="list-style-type: none"> <li>Pickett Road</li> <li>Route 123</li> <li>Fairfax Blvd</li> </ul>
	Congestion Mitigation and Air Quality (CMAQ)	Provides federal funding for projects that improve air quality (CMAQ) or surface transportation. In Northern Virginia, the NVTA provides funding recommendation to CTB for CMAQ/RSTP allocations.	Transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution	Federal	No	\$29M in FY 23 for Northern Virginia	<b>City typically receives \$800,000 - \$1,000,000 per year total for RSTP/CMAQ.</b> Funding allocated based on population (per NVTA).	December, annually	6 years out	Yes	<b>Fixing America's Surface Transportation Act (FAST Act) Section 1114; 23 U.S. C. 149.</b> Directs FHWA to apportion funding for programs as lump sums for each state. CTB then allocates Virginia's allocation. Northern Virginia allocations made per recommendation from NVTA.	<ul style="list-style-type: none"> <li>George Snyder Trail</li> </ul>
	Regional Surface Transportation Program (RSTP)				No	\$53M in FY 23 for Northern Virginia						<ul style="list-style-type: none"> <li>Multimodal Transportation Plan</li> <li>Roberts Road Sidewalk</li> <li>Chain Bridge Road Bridge Replacement</li> </ul>
	Transportation Alternatives Program (TA)	Provides funding for capital projects that implement regional priorities and complement planning activities. Projects recommended by COG TPB.	<ul style="list-style-type: none"> <li>Trail Construction</li> <li>Bikeshare</li> <li>Sidewalk Construction</li> <li>Multimodal Improvements</li> </ul>	Federal	Yes, 20%	\$2.5M available annually	<b>Funding awards between \$200K and \$600K</b> Regional selection criteria include: <ul style="list-style-type: none"> <li>Transportation Options 10 pts</li> <li>Regional Activity Centers 10 pts</li> <li>Safe Routes to School 5 pts</li> <li>Disadvantaged communities 5 pts</li> <li>Persons with disabilities 5 pts</li> <li>Local commitment 5 pts</li> </ul>	November, odd years	Next 2 Years	Yes	<b>Fixing America's Surface Transportation Act (FAST Act) Section 1109</b> provides a portion of funding for the TA Set Aside Program.	<ul style="list-style-type: none"> <li>University Drive Road Diet</li> </ul>
NVTA	70% Regional Funds	Provides regional funding for transportation projects evaluated in the NVTA's long range transportation plan.	<ul style="list-style-type: none"> <li>Regional projects that are included in TransAction or subsequent TransAction updates</li> <li>Projects that have also been evaluated by VDOT as part of the HB 599 Rating and Evaluation Study</li> <li>Mass transit capital projects that increase capacity.</li> </ul>	Regional Taxes (Sales Tax, Grantor's Tax, and Transient Occupancy Tax)	No	Estimated \$1.5B available for FY 18-23 SYIP (approximately \$300M per year)	<b>No funding maximum.</b> Projects awarded funding based on competitive scoring process. Long term benefit for each jurisdiction will be calculated after ten years to ensure regional equity.	December, even years	6 and 7 years out	Yes	<b>HB 2313 (2013);</b> 70% of the revenues received by the NVTA are allocated by the Authority for regional transportation projects.	<ul style="list-style-type: none"> <li>Northfax</li> <li>Kamp Washington</li> <li>Jermantown Road</li> <li>CUE buses</li> </ul>
NVTC	I-66 Inside the Beltway Toll Revenue	Provides local toll revenue for eligible projects that benefit users of the facility.	Multimodal projects that benefit toll-paying users: transit services, technology upgrades, carpools and vanpools, bikeshare capital and operating, no studies	Local Tolls	No	\$5M -10M available	<b>Funding awards between \$200K and \$2M.</b> Project must benefit toll-paying users.	Annually	Next Year	Yes	Per an MOA between NVTC and VDOT, NVTC has the responsibility to select and implement projects/components to be funded by the toll revenues collected on I-66 Inside the Beltway.	

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Virginia Department of Rail and Public Transportation (DRPT)	Transit Operating Assistance	Provides state funding for eligible local transit operating expenses.	<ul style="list-style-type: none"> <li>Public transportation administrative expenses</li> <li>Vehicle fuels</li> <li>Lubricants</li> <li>Tires</li> <li>Maintenance Parts and Supplies</li> </ul>	State	No	Approximately 35% of operating cost	Statutory limit of 95% of eligible expenses but funding typically in the 35-50% range per year due to resource limitations. All DRPT funding managed and reallocated by NVTC according to the Subsidy Allocation Model (SAM) in Northern Virginia.	February, annually	Next Year	No	DRPT's State Aid Operating Assistance Program provides support for public transportation operating costs. The first \$160M of funding is awarded to existing public transportation providers in Virginia on the basis of total eligible operating expenses incurred during the most recently completed fiscal year. State revenues above \$160M are awarded on a performance-based system.	<ul style="list-style-type: none"> <li>Portion of annual CUE operating assistance</li> </ul>
	Transit Capital Assistance	Provides state funding for eligible local transit capital expenses.	<ul style="list-style-type: none"> <li>Tier 1: Expansion/replacement/rehabilitation of rolling stock</li> <li>Tier 2: New/replacement facilities, new service, or service expansion</li> <li>Tier 3: Other projects (i.e. software, hardware, support vehicles)</li> </ul>	State	No	Between 15 and 60% of capital cost	Maximum of 95% of eligible expenses, but typically in the 30-50% range; also based on the tier to which the capital project is assigned and by the amount of available funding. All DRPT funding managed by NVTC and re-allocated according to the Subsidy Allocation Model (SAM) in Northern Virginia.	February, annually	Next Year	No	DRPT's Capital Assistance Program provides support for public transportation capital projects that maintain, improve or expand public transportation services. Funds awarded based on project tiers.	<ul style="list-style-type: none"> <li>Fare vault</li> <li>Replacement Batteries for Hybrid Buses</li> <li>Video Surveillance Cameras for Buses</li> </ul>
COG Transportation Planning Board (TPB)	Transportation/Land Use Connections Program (TLC)	Provides technical assistance for small planning studies.	<ul style="list-style-type: none"> <li>Bike/ped access studies</li> <li>Corridor studies</li> <li>Streetscape Improvement Plans</li> <li>Disadvantaged communities 5 pts</li> <li>Trail Planning and Design</li> <li>Transit-oriented development studies</li> </ul>	Regional	No	\$500,000 available annually.	\$30,000 - \$80,000 in technical assistance. No direct financial assistance given. Priority Criteria <ul style="list-style-type: none"> <li>Regional Policy Goals</li> <li>Cross Jurisdictional Collaboration Activity Centers</li> <li>Access to Transit Diversity and Equity</li> </ul>	February, annually	Next Year	Yes	Funding authority is provided through COG.	<ul style="list-style-type: none"> <li>Old Lee Highway Concept Planning</li> </ul>
City of Fairfax	30% Local Funds	Provides local funding for transportation projects in the local jurisdiction where the HB 2313 taxes and fees were generated.	<ul style="list-style-type: none"> <li>Urban or secondary road construction;</li> <li>Capital improvements that reduce congestion;</li> <li>Projects included in TransAction 2040 or other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority; or,</li> <li>Public transportation purposes</li> </ul>	Regional Taxes (Sales Tax, Grantor's Tax, and Transient Occupancy Tax)	N/A	\$2.4 M	<b>City receives full amount since C&amp;I (or equivalent) imposed at full rate.</b>	N/A	N/A	N/A	<b>HB 2313 (2013)</b> ; 30% of the revenues received by the NVTA are distributed, on a pro-rata basis, with each locality's share being the total of such fees and taxes that are generated or attributable to the locality. Allocation of 30% funds is at locality's discretion provided that funds are used for eligible projects. Full share received only if jurisdiction imposes full amount of C&I tax.	<ul style="list-style-type: none"> <li>Revenue Sharing Match</li> <li>CUE operations</li> <li>Old Town Traffic Study</li> <li>Smart Scale application preparation</li> </ul>
	Commercial and Industrial Tax (C&I)	Provides local funding for transportation projects in the local jurisdiction where the tax is imposed for eligible transportation purposes.	<ul style="list-style-type: none"> <li>New or expanded road construction that add capacity</li> <li>New public transit construction</li> <li>Other capital costs related to new transportation projects that add new capacity, service, or access and the operating costs directly related to the foregoing</li> </ul>	Local Tax	N/A	\$2.4 M	<b>City supplements C&amp;I with transfer to reach full \$0.125 tax equivalent.</b>	C&I collected twice a year (June and December) as part of the real estate assessment.	N/A	N/A; Tax imposed by local jurisdiction	<b>§ 58.1-3221.3 of the Code of Virginia (2008)</b> ; Localities embraced by the NVTA may impose an additional real property tax of up to \$0.125 per \$100 of assessed value on properties zoned commercial or industrial to be used solely for certain transportation purposes.	<ul style="list-style-type: none"> <li>Jermantown Road Improvements</li> </ul>