

# Congestion Mitigation and Air Quality

## Purpose

The Congestion Mitigation and Air Quality (CMAQ) program provides federal funding for transportation projects and programs that help improve air quality and reduce traffic congestion. Funding is available for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

## Funding

CMAQ funds are allocated to the Commonwealth of Virginia. The Commonwealth Transportation Board partially allocates these funds, and then sub allocated the rest to Metropolitan Planning Organizations (MPOs) that are non-attainment or maintenance. Within the Commonwealth of Virginia there are five MPOs that meet this criteria:

- Metropolitan Washington Council of Governments
- Hampton Roads Transportation Planning Organization
- Richmond Regional Transportation Planning Organization
- Fredericksburg Area Metropolitan Planning Organization
- Tri-Cities Metropolitan Planning Organization

## Eligible Projects

The purpose of CMAQ is to fund transportation projects that contribute to improving air quality. Eligible projects include transit, non-recreational bike and pedestrian facilities, alternate fuel projects, diesel retrofits, traffic monitoring/management/control facilities, signals, intersection improvements, intelligent transportation systems (ITS), teleworking, ride-sharing, etc. CMAQ allocations are ineligible for use on projects that add additional through lanes to a roadway unless high-occupancy toll or high-occupancy vehicle (HOT/HOV) in nature.

## Eligible Applicants

Eligible applicants include localities within MPOs that are designated non-attainment or maintenance, or transit agencies that operate in non-attainment or maintenance areas.

# Congestion Mitigation and Air Quality

Information continued

## Evaluation Criteria

Within each of the CMAQ-eligible MPO areas, CMAQ projects are assessed based on their air quality benefit and ranked. Projects are then selected by the MPO's decision-making body. Project selection does not have to be dictated by rank.

## Funding Cycle

In the Commonwealth of Virginia, CMAQ application cycles are typically held on an annual basis; however, cycle frequency is dictated by each MPO.

## Additional Insights

Virginia's annual budget bill, known as the Appropriation Act, requires that CMAQ allocations be federally obligated within one year of allocation and expended within 36 months of obligation. It is recommended that CMAQ allocations be programmed to support project schedules, estimates, and expected cash flow requirements to remain in compliance with this requirement.

Since CMAQ funds are federal, the projects must be developed following the federal process.

### Code of Virginia

<https://budget.lis.virginia.gov/get/budget/4186/> (item 430)

### Federal Code

[23 U.S. Code § 149 – Congestion and Mitigation Air Quality](#)

### Website

<https://www.fhwa.dot.gov/factstact/factsheets/cmaqfs.cfm>

# District Grant Program

## Purpose

The District Grant Program (DGP) is intended to fund projects in each of the VDOT Construction Districts: Bristol, Culpeper, Fredericksburg, Hampton Roads, Lynchburg, Northern Virginia, Richmond, Salem and Staunton.

## Funding

The District Grant Program is one of two funding programs that are allocated based on the statewide project prioritization process known as **SMART SCALE**. Funding includes both state and federal sources.

### Requirements:

- All federally eligible projects will be developed following the federal process.
- All projects must demonstrate full funding within the 6 year horizon of the SYIP.
- All funding needed to deliver the project must be identified at the time of application.

## Eligible Projects

Projects must address improvements to a Corridor of Statewide Significance, Regional Network, or Urban Development Area. Projects may also address an identified safety need. Needs must be identified in the statewide long-range transportation plan, VTrans.

### Eligible Project Types:

- Highway improvements; including operational improvements, access management
- Intelligent transportation systems
- Transit and rail capacity expansion
- Bicycle and pedestrian improvements
- Transportation demand management; including park and ride facilities

## Eligible Applicants

Applications may be submitted by localities through the SMART Portal.

# District Grant Program

Information continued

## Evaluation Criteria\*

As one of the funding programs allocated based on the statewide prioritization process known as SMART SCALE, there are six factors by which projects are evaluated: Safety, Congestion Mitigation, Accessibility, Environmental Quality, Land Use, and Economic Development.

*\*Subject to current approved CTB Policy on DGP Projects*

## Funding Cycle

The application cycle and supporting programming processes occur on a biennial basis in even fiscal years. Funding is generally applied to projects in the last two years of the Six-Year Improvement Program. The application process typically occurs from early spring to late fall preceding an even fiscal year (ex. FY2024) Six-Year Improvement Program development cycle.

## Additional Insights

There are two types of District Grant Program Funds - formula-based District Grant Funds and Supplemental District Grant Funds. Formula-based District Grant Program funding includes both federal and state sources. Supplemental District Grant funds are provided in districts where certain taxes are levied in localities that are not part of another regional entity. There are no Supplemental District Grant funds in the Northern Virginia District. Prior to distributing formula-based District Grant funds, the CTB may allocate up to \$25 million per year to address qualifying unpaved road needs within each District

Projects funded in this program must demonstrate full funding within the six year horizon of the SYIP.

### Code of Virginia

[§ 33.2-371. Highway construction district grant programs](#)

### Website

<http://www.vasmartscale.org>

# High Priority Projects Program

## Purpose

The High Priority Projects Program (HPP) is intended to fund projects of regional or statewide significance.

## Funding

The High Priority Projects Program is one of two funding programs that are allocated based on the statewide project prioritization process known as **SMART SCALE**. Funding includes both state and federal sources.

### Requirements:

- All federally eligible projects will be developed following the federal process.
- All projects must demonstrate full funding within the 6 year horizon of the SYIP.
- All funding needed to deliver the cost of the project must be identified.

## Eligible Projects

Projects must address improvements to a Corridor of Statewide Significance or Regional Network that meet a need identified in the statewide long-range transportation plan, VTrans.

### Eligible Project Types:

- Highway improvements; including operational improvements, access management
- Intelligent transportation systems
- Transit and rail capacity expansion
- Bicycle and pedestrian improvements
- Transportation demand management; including park and ride facilities

## Eligible Applicants

Applications may be submitted through the SMART Portal by:

Regional Governments	Public Transit Agencies	Localities
<ul style="list-style-type: none"><li>• Metropolitan Planning Organizations (MPOS)</li><li>• Planning District Commissions (PDCs)</li></ul>	<ul style="list-style-type: none"><li>• Public Transit Agencies</li></ul>	<ul style="list-style-type: none"><li>• Counties</li><li>• Cities</li><li>• Towns; ONLY if they maintain their own transportation infrastructure</li></ul>

# High Priority Projects Program

Information continued

## Evaluation Criteria\*

As one of the funding programs allocated based on the statewide prioritization process known as SMART SCALE, there are six factors by which projects are evaluated: Safety, Congestion Mitigation, Accessibility, Environmental Quality, Land Use, and Economic Development.

*\*Subject to current approved CTB Policy on HPP Projects*

## Funding Cycle

The application cycle and supporting programming processes occur on a biennial basis in even fiscal years. Funding is generally applied to projects in the last two years of the Six-Year Improvement Program. The application process typically occurs from early spring to late fall preceding an even fiscal year (ex. FY2024) Six-Year Improvement Program development cycle.

## Additional Insights

Prior to distributing High Priority Projects funding, the CTB may allocate up to \$25 million per year to the Innovation and Transportation Technology Fund.

Projects funded in this program must demonstrate full funding within the six year horizon of the SYIP.

### Code of Virginia

[§ 33.2-370. High-priority projects program](#)  
[§ 33.2-1531. Innovation and Technology Transportation Fund \(virginia.gov\)](#)

### Website

<http://www.vasmartscale.org>

# Virginia Highway Safety Improvement Program

## Purpose

The Virginia Highway Safety Improvement Program provides funding using a data-driven strategic approach to reduce the motorized and non-motorized fatalities and serious injuries on all public roads (State or locally maintained) in the Commonwealth of Virginia.

## Funding

Beginning in Fiscal Year 2024 after program administration costs, funding will be allocated in accordance with the CTB's adopted investment strategy as follows:

- At least 54 percent for infrastructure projects that address a hazardous road location or feature and address an identified highway safety problem;
- At least 29 percent for strategies and activities to address behavioral causes of crashes that result in fatalities and severe injuries; and
- The remaining amount for eligible purposes identified in the CTB approved investment strategy.

The VHSIP funds will be available to localities based on the proportion of fatalities on local versus VDOT-maintained roads. Local roads account for approximately 20 percent of all fatal and serious injury crashes on Virginia highways, therefore local safety projects are targeted to receive up to 20 percent of VHSIP funds.

## Eligible Projects

The current VHSIP focus is on Spot and Systematic Safety Improvements including, but not be limited to:

### Systemic Safety Improvements

- |                                                    |                                                                                              |
|----------------------------------------------------|----------------------------------------------------------------------------------------------|
| 1. Edge-line Rumble Strips on the primary system   | 7. Un-signalized Intersection signage and marking                                            |
| 2. Center-line rumble strips on the primary system | 8. Pedestrian Crossing Improvements                                                          |
| 3. Pavement Shoulder Wedge                         | 9. Pavement markings, traffic control devices and other enhancements on Two-Lane rural roads |
| 4. Chevrons and Curve Visibility enhancement       | 10. Road Diets                                                                               |
| 5. High-visibility signal backplates               | 11. Other systemic/hybrid safety improvements                                                |
| 6. Flashing Yellow Arrow                           |                                                                                              |

## Eligible Applicants

Both VDOT and Localities can apply for VHSIP funding. All safety proposals submitted for considerations must use the SmartPortal and follow the Virginia Highway Safety Improvement Program Implementation Guidelines. VDOT Traffic Operations Division responsible for managing the process and conducting network screening, scoring and selection of VHSIP projects. VHSIP projects are selected based upon the pre-screening criteria and risk factors across an entire roadway network or all locations where investment of VHSIP funds may yield highest rate of return in terms of reducing deaths and serious injury.

# Virginia Highway Safety Improvement Program

Information continued

## Evaluation Criteria\*

VHSIP projects are selected based upon the pre-screening criteria and risk factors across an entire roadway network or all locations where investment of VHSIP funds may yield highest rate of return in terms of reducing deaths and serious injury.

*\*Subject to current approved CTB Policy on VHSIP*

## Additional Insights

All federally eligible projects will be developed following the federal process and Virginia Highway Safety Improvement Program Implementation Guidelines unless an exception is granted.

Projects funded in the this program must demonstrate full funding within the six year horizon of the SYIP.

## Funding Cycle

Funding for VHSIP projects will be programmed on an annual basis.

### Code of Virginia

[§ 33.2-373. Virginia Highway Safety Improvement Program](#)

### Website

[http://www.ctb.virginia.gov/resources/2021/june/pres/4\\_ctbpresentationjune2021.pdf](http://www.ctb.virginia.gov/resources/2021/june/pres/4_ctbpresentationjune2021.pdf)

[https://www.virginiadot.org/business/ted\\_app\\_pro.asp](https://www.virginiadot.org/business/ted_app_pro.asp)



# Interstate Operations and Enhancement Program

## Purpose

The Interstate Operations and Enhancement Program provides funding for Interstate highway corridors to improve safety, reliability, and travel flow.

## Funding

Funding is allocated to specific Interstate Highway Corridors based on a formula set in the Code of Virginia. Through this formula funds are allocated as follows:

- 43.7% distributed to the Interstate 81 Corridor Improvement Fund
- 8.4% distributed to the Northern Virginia Transportation Authority
- 16.5% must be used on I-95 (Outside of NVTVA Area)
- 11.8% must be used on I-64
- 19.6% can be used on any interstate at CTB discretion

## Eligible Projects

Funds may be used to address a need identified in VTrans or a project identified in an Interstate corridor plan approved by the CTB.

## Eligible Applicants

Candidate projects are identified by one or more planning mechanisms, such as a corridor improvement plan or VTrans Needs Assessment. Projects are scored based on a SMART SCALE-like process and recommended to the CTB for inclusion in the SYIP.

# Interstate Operations and Enhancement Program

Information continued

## Evaluation Criteria\*

Projects are evaluated on a SMART SCALE-like process, with priority given first to operational strategies, followed by transportation demand management strategies (including multimodal improvements), and then other transportation improvements.

\*Subject to approved CTB Policy on the Interstate Operations and Enhancement Program

## Additional Insights

Projects funded in this program must demonstrate full funding within the six year horizon of the SYIP.

## Funding Cycle

As needed; corridor improvement plans are updated every four years.

### Code of Virginia

[§ 33.2-372. Interstate Operations and Enhancement Program](#)

### Website

# Regional Authority Funding

## Purpose

Regionally-specific transportation funding provides additional resources to address transportation needs in designated communities. Within the Commonwealth, three regions have transportation authorities that receive additional transportation funding; Northern Virginia (Northern Virginia Transportation Authority - NVTA), Hampton Roads (Hampton Roads Transportation Accountability Commission - HRTAC), and Richmond (Central Virginia Transportation Authority - CVTA).

## Funding

All funding for regional transportation authorities in the Commonwealth comes from additional taxes excised within the boundaries of each authority, typically a sales tax and/or a fuels tax. All three funding authorities have a general funding pool that is used to fund projects on a prioritized basis or an application basis. NVTA and CVTA also have a set-aside for localities/agencies in the region. HRTAC has two funding sources; one that is highway-specific (Hampton Roads Transportation Fund) and one that is transit-specific (Hampton Roads Regional Transit Fund).

## Eligible Projects

Project eligibility varies by region, but funding for all regions is focused on established transportation priorities for each region.

## Eligible Applicants

Eligible applicants are localities and transit agencies within the boundaries of each regional authority.

# Regional Authority Funding

Information continued

## Evaluation Criteria

Evaluation criteria varies by region:

- HRTAC – For the highway-specific funding, transportation projects are focused on interstates and are prioritized. For the transit-specific funding, projects are focused on transit capital projects and prioritized.
- NVRTA – Transportation projects are ranked by congestion relief.
- CVTA – Transportation projects are prioritized based on a data-driven process.

## Funding Cycle

HRTAC and CVTA: applications are held on an Ad Hoc basis

NVRTA: application cycles are held on an annual basis

## Additional Insights

Projects that are funded with regional funding and administered by VDOT must be included in the SYIP. In addition, if VDOT is providing oversight for a locally administered project that is funded with regional funding, the oversight must be included in the SYIP.

Regional funds are not federal funds and therefore, projects may be developed as either federal or state, depending on certain factors.

### Code of Virginia

§§ 33.2-2600 - 33.2-2612 - Hampton Roads  
Transportation Accountability Commission

§§ 33.2-2500 - 33.2-2512 - Northern Virginia  
Transportation Authority

§§ 33.2-3700 - 33.2-3713 - Central Virginia  
Transportation Authority

### Website

Hampton Roads: <https://www.hrtac.org/>

Northern Virginia:  
<https://thenovaauthority.org/funding/>

Richmond:  
<https://planrva.org/transportation/cvta/>

# Revenue Sharing

## Purpose

Revenue Sharing provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town, and for eligible rural additions in certain counties of the Commonwealth.

## Funding

Project funding is allocated by the CTB. Locality funds are matched, dollar for dollar, with state funds with statutory limitations on the amount of state funds authorized per locality. Applications for program funding must be submitted through the SMART Portal and include a resolution of the governing body of the jurisdiction requesting funds.

## Eligible Projects

Eligible projects include:

- Supplemental funding for projects listed in the adopted SYIP
- Construction, reconstruction, or improvement projects not including in the adopted SYIP
- Improvements necessary for the specific subdivision streets otherwise eligible for acceptance into the secondary system for maintenance (rural additions)
- Maintenance projects consistent with the department's operating policies
- New hard-surfacing (paving)
- Deficits on completed construction, reconstruction, or improvement projects

## Eligible Applicants

Applications may be submitted through the SMART Portal by:

### Localities

- Counties
- Cities
- Towns; ONLY if they maintain their own transportation infrastructure

# Revenue Sharing

Information continued

## Evaluation Criteria\*

The Revenue Sharing prioritization process is listed below:

- Priority 1: Construction projects that have previously received Revenue Sharing funding
- Priority 2: Construction projects that meet a transportation need identified in the Statewide Transportation Plan or projects that will be accelerated in a locality's capital plan
- Priority 3: Projects that address deficient pavement resurfacing and bridge rehabilitation
- Priority 4: All other projects

*\*Subject to current approved CTB Policy on Revenue Sharing*

## Funding Cycle

The application cycle alternates every other year in odd fiscal years. Allocations are available in the third and fourth year of the SYIP. Applications are generally accepted August through October of every other year. All funding is state funding.

## Additional Insights

Revenue Sharing projects are programmatically exempt from following the federal project development process unless combined with other funds.

### Code of Virginia

[§ 33.2-357. Revenue-sharing funds for systems in certain localities](#)

### Website

[http://www.virginiadot.org/business/local-assistance-accessprograms.asp#Revenue\\_Sharing](http://www.virginiadot.org/business/local-assistance-accessprograms.asp#Revenue_Sharing)

# Regional Surface Transportation Block Grants

## Purpose

The Regional Surface Transportation Block Grant (RSTBG) is federal funding sub-allocated to Metropolitan Planning Organizations (MPOs) with an urbanized area population of 200,000 or more. RSTBG is used to preserve and improve the conditions and performance on highways, bridges, tunnels, pedestrian facilities, bicycle infrastructure, and transit capital projects.

## Funding

RSTBG funds are automatically sub-allocated to MPOs designated as Transportation Management Areas (TMAs), which are areas with an urbanized area population of 200,000 or more. Within the Commonwealth of Virginia there are six MPOs that are designated TMA's:

- Metropolitan Washington Council of Governments
- Hampton Road Transportation Planning Organization
- Richmond Regional Transportation Planning Organization
- Roanoke Valley Transportation Planning Organization
- Fredericksburg Area Metropolitan Planning Organization
- Tri-Cities Metropolitan Planning Organization

## Eligible Projects

RSTBG can be used for capital improvements and asset protection related to highways, transit, rail safety, intelligent transportation systems (ITS), travel demand management (TDM), bicycle and pedestrian facilities, and port facilities. RSTBG can also be used to develop planning documents and transportation-related research and development. Eligible projects are generally any project eligible under broader STBG eligibility.

## Eligible Applicants

RSTBG eligible applicants within a designated TMA boundary include any local or regional governmental entity with responsibility for or oversight of transportation; such as, local governments, regional transportation authorities, or transit agencies.

# Regional Surface Transportation Block Grants

Information continued

## Evaluation Criteria

An MPO is required to develop a competitive process that allows eligible entities to submit projects for funding consideration. An MPO must develop a competitive selection process in consultation with the Commonwealth.

## Funding Cycle

In the Commonwealth of Virginia RSTBG application cycles are typically held on an annual basis; however, cycle frequency is dictated by each MPO.

## Additional Insights

Virginia's annual budget bill, known as the Appropriation Act, requires that RSTBG allocations be federally obligated within one year of allocation and expended within 36 months of obligation. It is recommended that RSTBG allocations be programmed to support project schedules, estimates, and expected cash flow requirements to remain in compliance with this requirement. The CTB may rescind the state match on such projects that do not follow this requirement.

Since RSTBG funds are federal, the projects must be developed following the federal process.

### Code of Virginia

<https://budget.lis.virginia.gov/get/budget/4186/> (item 430)

### Federal Code

[23 U.S. Code § 133 - Surface Transportation Block Grant](#)

### Website

<https://www.fhwa.dot.gov/specialfunding/stp/>



# State of Good Repair - Bridge

## Purpose

The State of Good Repair (SGR) – Bridge program provides funding for National Bridge Inventory (NBI) bridges that are structurally deficient (SD) and owned by the Virginia Department of Transportation (VDOT) and/or localities.

## Funding

Funding is allocated to each District based on needs for VDOT and locality owned bridges. Allocation of the funding is based on a prioritization methodology as approved by the CTB.

## Eligible Projects

Bridges eligible for SGR-Bridge funding are identified as Structurally Deficient Structures in the National Bridge Inventory (NBI). A list of eligible structures is posted online in January of each year.

## Eligible Applicants

Applications for SGR Local Bridge funding may be submitted through the SMART Portal by jurisdictions that maintain their own infrastructure.

Requests for SGR VDOT Bridge funds are managed by VDOT's Structure and Bridge Division.

# State of Good Repair - Bridge

Information continued

## Evaluation Criteria\*

The SGR-Bridge program requires prioritization of eligible bridges based on five factors:

- Importance Factor – measures the relative importance of each bridge to the overall highway network
- Condition Factor – measures the overall physical condition of each bridge based on the condition of each individual element
- Design Redundancy Factor – measures four important risk factors: Fracture Critical (redundancy), Scour Susceptibility, Fatigue, and Earthquake vulnerability
- Structure Capacity Factor – measures the capacity of the structure to convey traffic, including the effects of weight restrictions, vertical clearance and deck width
- Cost-Effectiveness Factor – measures the cost-effectiveness of the required work

Each factor is further weighted. Bridges are scored based on a scale of 0.0 (lowest priority) to 1.0 (highest priority).

*\*Subject to current approved CTB Policy on SGR-Bridge*

## Funding Cycle

The SGR-Bridge application cycle occurs annually. Pre-Applications open in August and Full Applications open in October. Funding includes both state and federal sources.

## Additional Insights

Projects funded in the SGR program must demonstrate full funding within the six-year horizon of the SYIP.

### Code of Virginia

§ 33.2-369. State of good repair

### Website

<https://www.virginiadot.org/projects/state-of-good-repair/bridges.asp>

# State of Good Repair - Pavement

## Purpose

The State of Good Repair (SGR) – Pavement program provides funding for the reconstruction and rehabilitation of deteriorated pavements on the Interstate and Primary Systems, including Primary Extensions.

## Funding

Funding is allocated to each District based on needs for VDOT and locality owned pavements. Allocation of the funding is based on a needs prioritization methodology as approved by the CTB.

## Eligible Projects

Routes eligible for SGR VDOT Paving funds are on the interstate and primary systems with a Critical Condition Index (CCI) less than 60. Routes eligible for SGR Local paving funds are municipality-maintained primary extensions with a CCI less than 60. A list of eligible routes is posted online in January of each year.

## Eligible Applicants

Applications for SGR Local Paving funds may be submitted through the SMART Portal by municipalities that maintain primary extensions.

# State of Good Repair - Pavement

Information continued

## Evaluation Criteria\*

SGR Local Paving projects are prioritized within each district based on the following criteria: Pavement Condition, Traffic Volume, NHS Designation, and Past Expenditures on Pavement by Locality. SGR VDOT Paving projects are prioritized within each district based on the following criteria: Road System, Traffic Count, Condition, and Potential for Immediate or Near-term Further Degradation.

*\*Subject to current approved CTB Policy on SGR-Pavement*

## Funding Cycle

The SGR-Pavement application cycle occurs annually. Applications open in October. Funding includes both state and federal sources.

## Additional Insights

Local SGR pavement projects must advance to construction within 12 months of selection, applicants should plan to proceed with advertising such projects very quickly after funding is identified in the SYIP or risk de-allocation of such funds.

Projects funded in the SGR program must demonstrate full funding within the six year horizon of the SYIP.

### Code of Virginia

§ 33.2-369. State of good repair

### Website

<https://www.virginiadot.org/projects/state-of-good-repair/>

# Transportation Alternatives

## Purpose

The Transportation Alternatives (TA) program is intended to fund projects that expand non-motorized travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of transportation infrastructure. It focuses on providing pedestrian and bicycle facilities and other community improvements. The TA program is a set-aside from the federal Surface Transportation Block Grant (STBG) program.

## Funding

The program will reimburse up to a maximum 80% of the eligible project costs and requires a minimum 20% local match. Funding is allocated statewide and to specific population areas as set forth in federal regulation. Funds are awarded by the CTB and the MPOs in Virginia's Transportation Management Areas (TMAs).

## Eligible Projects

Below are the ten qualifying TA activities:

- Construction of on-road and off-road facilities for pedestrians, bicycles and other non-motorized transportation users.
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers to access daily needs.
- Conversion and use of abandoned railroad corridors for pedestrians, bicycles and other non-motorized transportation users
- Construction of turnouts, overlooks and viewing areas
- Inventory, control or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way
- Archeological activities relating to impacts from implementation of a transportation project
- Environmental mitigation activities to decrease the negative impacts of roads on the natural environment due to highway run-off and water pollution
- Wildlife mortality mitigation activities to decrease the negative impacts of roads on wildlife and habitat connectivity

## Eligible Applicants

Applications may be submitted through the SMART Portal by:

Regional Governments	Public Transit Agencies	Localities	Other
<ul style="list-style-type: none"><li>• Metropolitan Planning Organizations (MPOS)</li><li>• Planning District Commissions (PDCs)</li></ul>	<ul style="list-style-type: none"><li>• Public Transit Agencies</li></ul>	<ul style="list-style-type: none"><li>• Counties</li><li>• Cities</li><li>• Towns; ONLY if they maintain their own transportation infrastructure</li></ul>	<ul style="list-style-type: none"><li>• Natural resource or public land agencies</li><li>• School districts</li><li>• Tribal governments</li><li>• Other local or regional entity responsible for oversight of transportation or recreational trails</li></ul>

# Transportation Alternatives

Information continued

## Evaluation Criteria\*

Projects will be evaluated based on the following:

- Project Funding – are there additional funding sources available and/or will the sponsor be contributing more than the minimum 20% match?
- Project Concept – has the sponsor fully evaluated the constructability and cost for the proposed improvements? Will the project mitigate the negative impacts of the highway system?
- How the Project Improves the Existing Transportation Network – will the improvements take cars off the road by providing non-motorized access to daily needs?
- Sponsor's Experience Administering a Federal-Aid Project – does the sponsor have experience in administering federal programs?
- Project's Readiness to Proceed – is design underway; has the right of way been secured; has a prior phase / segment of the project been completed?

*\*TMAs may have independent criteria for evaluating TA projects.*

*\*Subject to current approved CTB Policy on TA projects*

## Funding Cycle\*

The application cycle alternates every other year in odd fiscal years with allocations available in the first and second year of the SYIP. Approximately \$35-40 million is available per year with a maximum request of \$1M per year (\$2M per application). Applications are generally accepted August through October of every other year. All funding is federal.

*\*Subject to changes related to Federal legislation and policy*

## Additional Insights

Due to the limited funding available through the TA programs, large, multi-million dollar scope projects are generally difficult to fund through this program.

Code of Virginia

Website

[http://www.virginiadot.org/business/ted\\_app\\_p  
ro.asp](http://www.virginiadot.org/business/ted_app_p<br/>ro.asp)

# Telecommunication Fees

## Purpose

Telecommunications fees are funds dedicated to construction improvements on Virginia's secondary system of state highways.

## Funding

Telecommunication fees are fees imposed on providers of telecommunications services (cable operators) that use the Public Right-of-Way. Fees are collected and then sub-allocated to localities.

## Eligible Projects

Telecommunications funds may be allocated to construction projects on the secondary system of public highways included in an approved Secondary Six-Year Plan.

## Eligible Parties

Counties with VDOT-maintain roadways receive a sub-allocation from VDOT. Localities with non-VDOT-Maintained roadways may impose Public Rights-of-Way Use Fees directly by local ordinance; however it is required that a certain percentage of the fee collected be dedicated to transportation purposes. This percentage varies by locality.

# Telecommunication Fees

Information continued

## Evaluation Criteria

Counties have sole decision-making authority for selecting projects that will receive telecommunication fees funding but are required to coordinate with VDOT on the development of such priorities to support the County's Secondary Six Year Plan (SSYP).

## Funding Cycle

The amount of the Public Rights-of-Way Use Fee is calculated annually by (VDOT) and then sub-allocated to localities with VDOT-Maintain roadways.

## Additional Insights

New allocations of more than \$100,000 in a County's SSYP must satisfy applicable public hearing requirements related to development of the SSYP.

### Code of Virginia

§ 56-468.1. Public Rights-of-Way Use Fee  
§ 33.2-331. Annual meeting with county officers;  
six-year plan for secondary state highways;  
certain reimbursements required ([virginia.gov](http://virginia.gov))  
§ 33.2-358. Allocation of funds to programs.2-  
358

### Website