



Transportation Funding

What are the major funding mechanisms for transportation improvement projects? The most common funding mechanisms for transportation improvement projects are Smart Scale, Revenue Sharing, and Transportation Alternatives. These programs are the main sources that localities and regions can apply for.

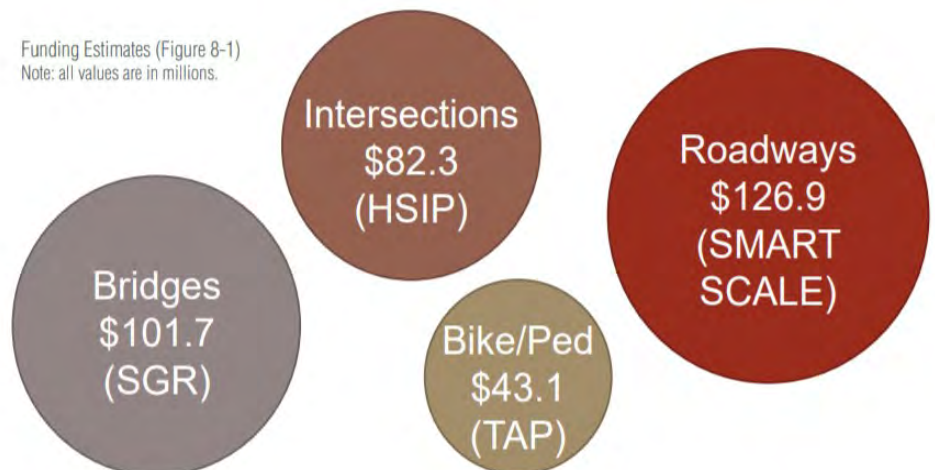
Who can apply? Localities, through a Metropolitan Planning Organization or Planning Commission, are the primary applicants for transportation funding.

What is the eligibility criteria? Projects are prioritized that tie into a region's long-term transportation vision - factors like safety, accessibility, and congestion reduction, among others, are indicators of projects that are eligible to receive funding.

How much funding is available in the state? Virginia has allocated \$36.9 billion for transportation funding for the fiscal years 2019-2024.

How much funding comes into our MPO/ PDC area? Through 2045, the CA-MPO and TJPDC can expect to receive around \$354 million in federal and state funding for transportation projects.

Funding Estimates (Figure 8-1)
Note: all values are in millions.



Common Transportation Funding Mechanisms:

Smart Scale- A process used by the state, derived from a statute, that allocates funds to projects that help satisfy the state's long-range transportation plan, VTrans. There are many different types of projects that can be submitted for Smart Scale funding, including improvements to significant state transportation corridors, urban areas, and regional transportation networks. Localities, MPO's and public transit agencies can submit requests for funding, and the state uses a criteria system that measures a project's effect on factors including congestion, economic development, and public safety.

Revenue Sharing - The Virginia Department of Transportation's Revenue Sharing program is designed to provide funding for local transportation improvements that are of immediate need and projected to be completed in a short period of time. These projects usually contribute to broader regional or statewide goals. Projects that request funding from the Revenue Sharing program are expected, usually, to be actively in development in a manner that leads to their completion during the next fiscal year.

| 0.4 SMART SCALE SCORE | #373 OF 433 STATEWIDE | SMART SCALE Requested Funds..... | \$127,000,000 | | | | | | | | | | | |
|---|---|-----------------------------------|---------------------------------------|--|----------------------------|--|---|--|-----------------------------------|--|----------------------------------|--|--|--|
| | #27 OF 39 DISTRICTWIDE | Total Project Cost..... | \$127,000,000 | | | | | | | | | | | |
| | | Project Benefit..... | 4.7 | | | | | | | | | | | |
| | | Project Benefit / Total Cost..... | 0.4 | | | | | | | | | | | |
| SMART SCALE Area Type A | | | | | | | | | | | | | | |
| Factor | Congestion Mitigation | | Safety | | Accessibility | | | Economic Development | | | Environment | Land Use | | |
| Measure | Increase in Peak Period Person Throughput | Reduction in Peak Period Delay | Reduction in Fatal and Injury Crashes | Reduction in Fatal and Injury Crash Rate | Increase in Access to Jobs | Increase in Access to Jobs for Disadvantaged Populations | Increase in Access to Multimodal Travel Choices | Square Feet of Commercial/Industrial Development Supported | Tons of Goods Impaired | Improvement in Travel Time Reliability | Potential to Improve Air Quality | Other Factor Values Scaled by Potential Acreage Impaired | Support of Transportation-Efficient Land Use | Increase Transportation-Efficient Land Use |
| Measure Value | 1,548.3 persons | 529.0 person hrs. | 79.2 EPCO | 107.1 EPCO / 100M VMT | 121.6 jobs per resident | 26.9 jobs per resident | 0.0 adjusted acres | 0.0 thousand adj sq. ft. | 379,804.5 thousand adj daily tons | 239,992,796.3 adj. buffer time index | 0.0 adjusted points | 3.5 scaled points | 8,501.0 access + pop/density | 2,748.9 access + pop/density change |
| Normalized Measure Value (0-100) | 5.5 | 8.2 | 22.7 | 0.2 | 2.1 | 0.5 | 0.0 | 0.0 | 8.0 | 5.5 | 0.0 | 10.5 | 0.6 | 0.8 |
| Measure Weight (% of Factor) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.2 | 0.2 | 0.6 | 0.2 | 0.2 | 0.5 | 0.5 | 0.7 | 0.3 |
| Factor Value | 6.9 | | 11.5 | | 1.4 | | | 2.7 | | | 5.2 | 0.7 | | |
| Factor Weight (% of Project Score) | 45% | | 5% | | 15% | | | 5% | | | 10% | 20% | | |
| Weighted Factor Value | 3.1 | | 0.6 | | 0.2 | | | 0.1 | | | 0.5 | 0.1 | | |
| Project Benefit | | | | | | | | | | | | | 4.7 | |
| SMART SCALE Cost | | | | | | | | | | | | | \$127,000,000 | |
| SMART SCALE Score (Project Benefit/ per \$10M SMART SCALE Cost) | | | | | | | | | | | | | 0.4 | |

Transportation Alternative Program - The Transportation Alternative program exists for funding requests that look to expand non-motorized travel and improve cultural, environmental, and historical aspects of the transportation experience. This is a reimbursement program that requires at 20% local funding match. Projects that can be considered include bike lanes, overlooks, and other improvements to multimodal non-motorized transport.



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