



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

SMART SCALE

Transportation Prioritization Process

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Virginia's Statewide Prioritization Process

- **Legislation championed by Democratic Governor and the Republican Speaker of the House**
- **Requires Commonwealth Transportation Board to use objective and quantifiable process for the allocation of construction funds**
- **Policy developed over a 14 month period and adopted by Commonwealth Transportation Board in June 2015**

Context for Reform

- **Legislature enacted significant transportation revenue package in 2013**
- **Decision-making process was opaque and sense that it was driven by politics**
- **Lawmakers and stakeholders concerned that state was not advancing projects that addressed the more urgent needs**
- **Governor campaigned on reforming transportation to ‘pick the right projects, build the best ones’**

Keys to Political Support

- **Broad based evaluation factors**
- **Recognizes that different parts of the state have different needs**
- **Mode-neutral**
- **Extensive public outreach to local officials and stakeholders throughout the state**
- **Did not impact fully-funded projects**

Evaluating Projects

Each project's benefits is evaluated relative to its costs in the following:

- **Congestion mitigation**
- **Economic development**
- **Accessibility**
- **Safety**
- **Environmental Quality**
- **Land Use (only in areas over 200,000)**

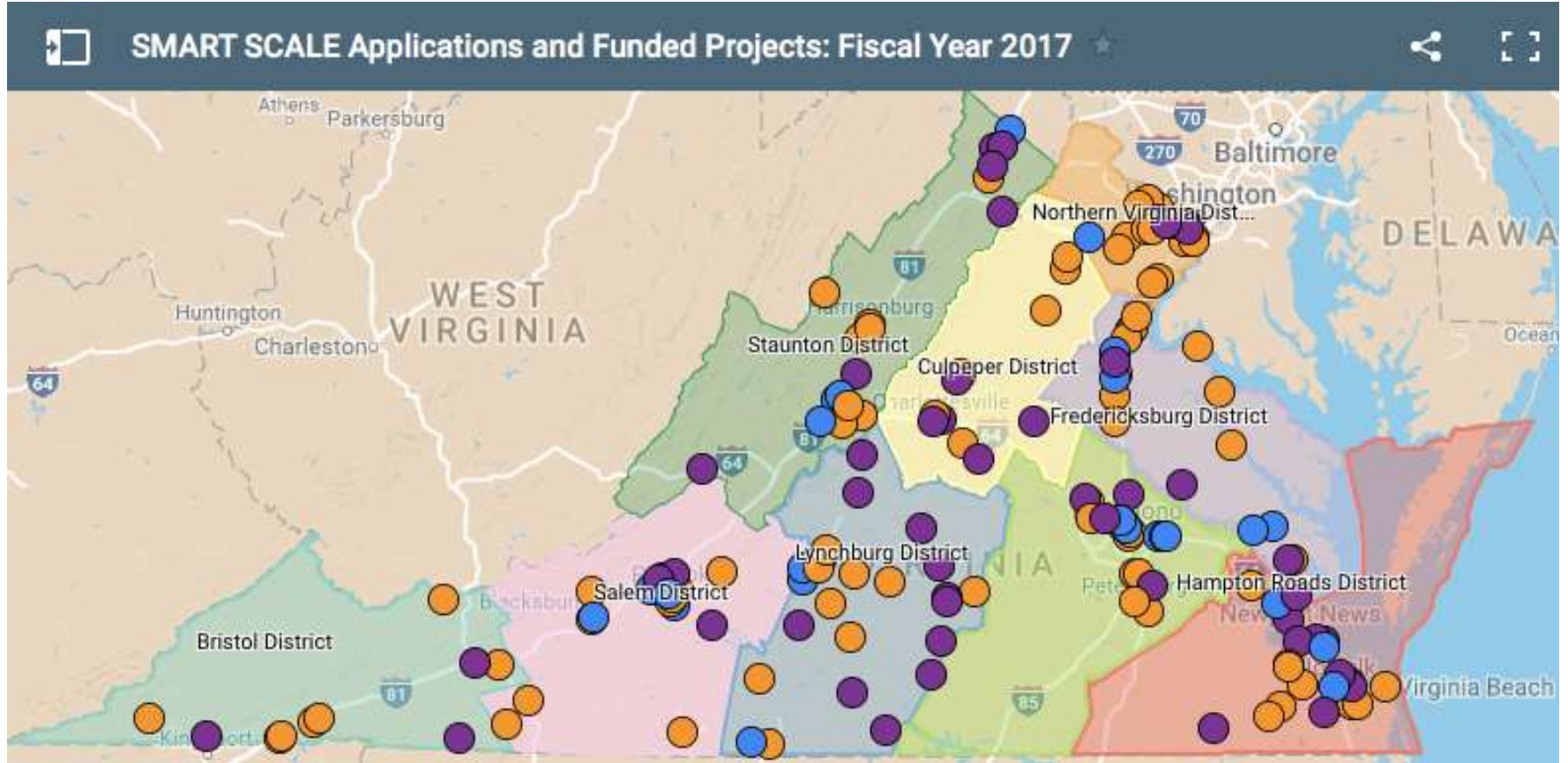
Programming Cycle

- Funds are awarded on a biennial basis with \$800M to \$1B available each cycle
- Solicit projects from local governments and MPOs in the spring of even-numbered years
- Release results of project evaluations and staff recommended projects the following January
- Selected projects will be fully funded
- Board has 5 months to review projects and solicit public input before approval in June

First Round - Summary

- **327 Applications submitted for consideration**
 - 287 met identified need in statewide long-range plan
- **CTB allocated \$1.7B in funding to 156 projects**
- **Average request of \$9.8M for funded projects**
- **Lowest recommended funding request - \$0.16M**
- **Highest recommended funding request - \$300M**

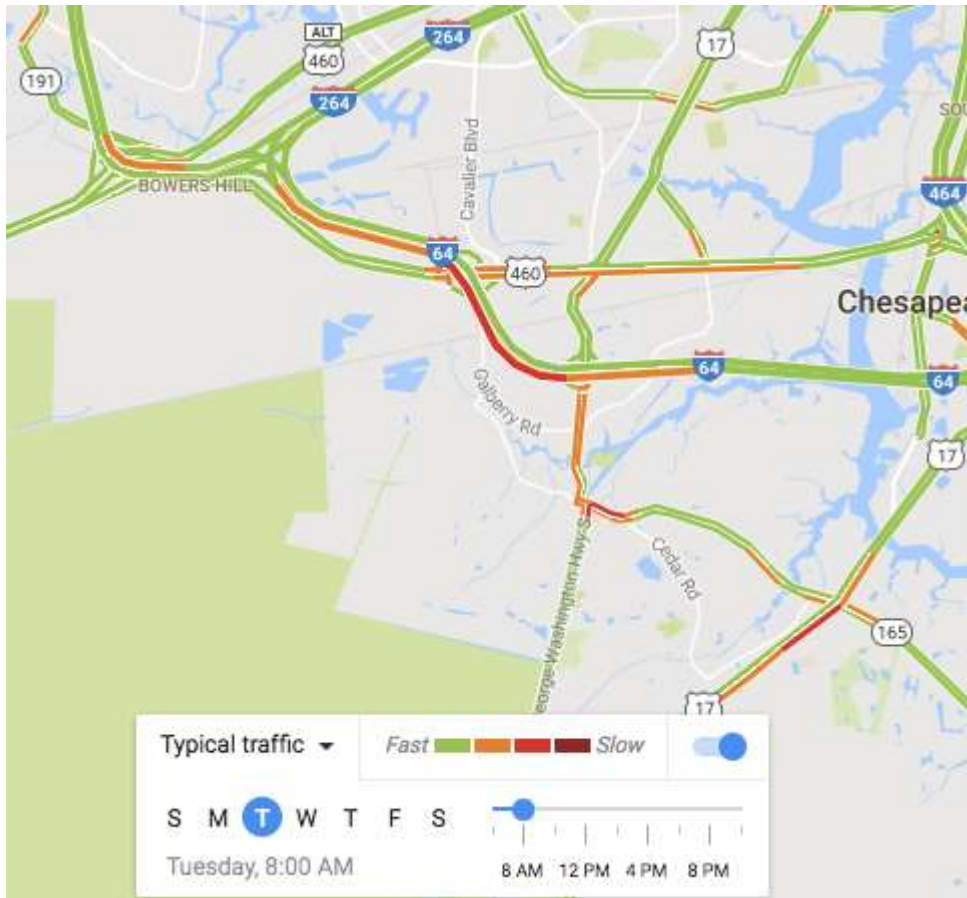
First Round – Funded Projects



Round Two

- ~\$1B available for award to projects
- Received 436 applications requesting \$9.25B for total project costs of more than \$12B
- 140 projects selected for funding
- Average project benefit of selected projects was 7.13; for projects not selected it was 3.74
- Average project cost for selected projects was \$6.9M; for projects not selected it was \$29.1M

Congestion - High Rise Bridge Phase I














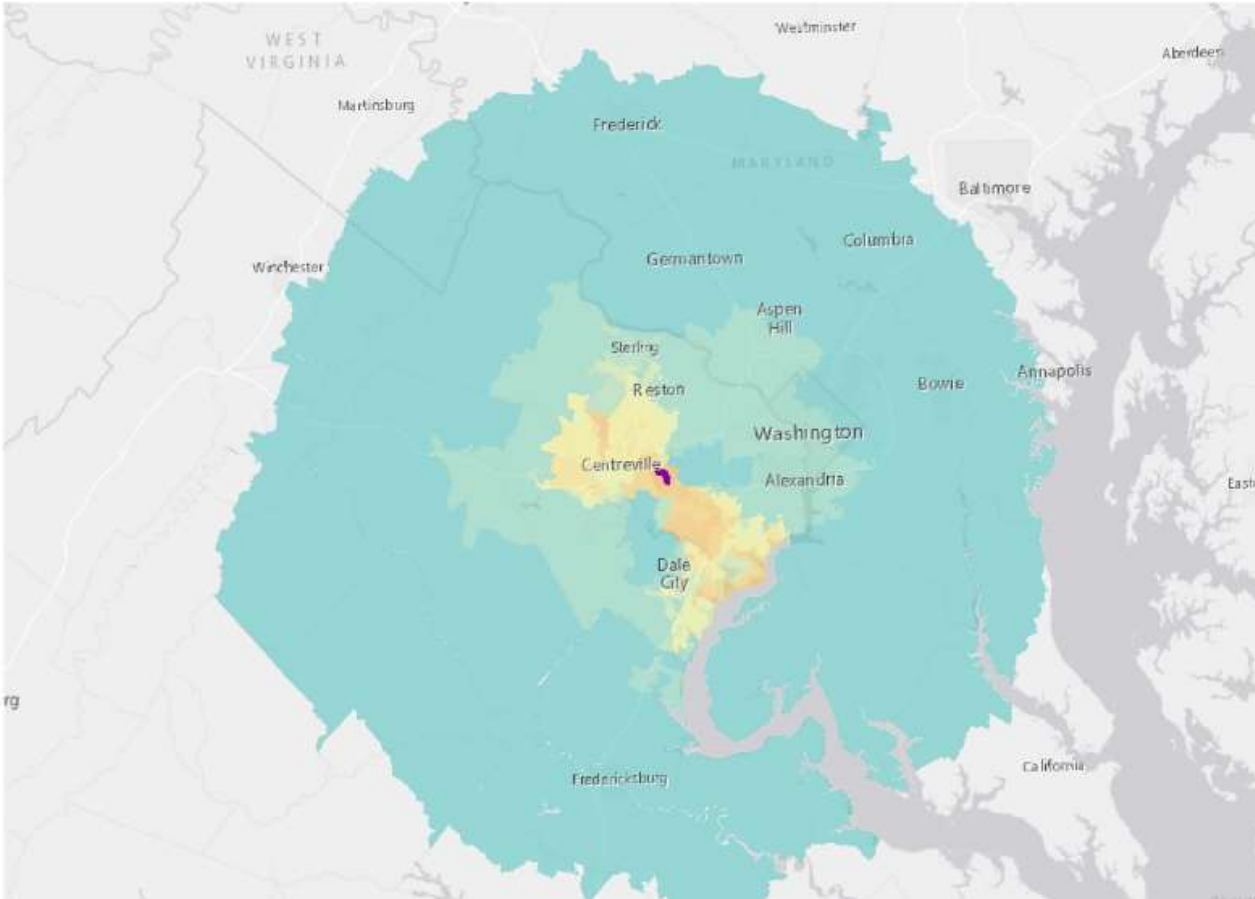
**AM eastbound
speed increase
between 7% and
16%**

**PM westbound
speed increase
between 8% and
39%**

Access to Jobs – FFX Co Pkwy/Popes Head Rd

LEGEND

-  Project segments
- Catchment Area
- Change in auto access
-  0
-  1 - 1,000
-  1,001 - 2,000
-  2,001 - 3,000
-  3,001 - 5,000
-  5,001 - 7,500
-  7,501 - 10,000
-  10,001 - 15,000
-  15,001 - 25,000
-  25,001 - 64,547



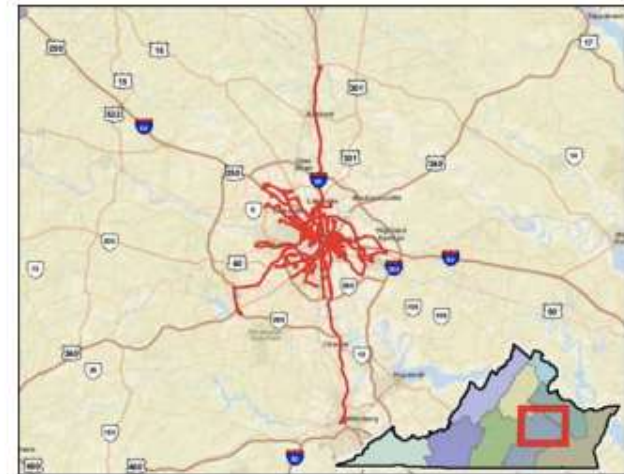
Transparency and Accountability

E Smart Cities: Centralized Transit SP / EV Preemption

App Id: 1014

A citywide centralized TSP/EVP system to manage priority and preemption requests is proposed to improve emergency response, maintain transit schedules, lower emissions, and improve multimodal operations. The system will leverage ongoing ATMS upgrades

Project Location..... Richmond
 SMART SCALE Area Type..... B
 Submitting Entity..... Richmond City
 Preliminary Engineering..... Not Started
 Right of Way..... Not Needed
 Construction..... Not Started
 Expenditures to Date..... N/A
 Key Fund Sources..... N/A
 Administered By..... Locality
 Eligible Funding Program(s)..... Both
 VTrans Need..... East-West CoSS
 (Click for details)



20.8 SMART SCALE SCORE	#45 OF 404 STATEWIDE
	#7 OF 72 DISTRICTWIDE

SMART SCALE Requested Funds..... **\$1,911,080**
 Total Project Cost..... **\$1,911,080**
 Project Benefit..... **4.0**
 Project Benefit / Total Cost..... **20.8**

Transparency and Accountability

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use
	Measure	Measure	Measure	Measure	Measure	Measure	Measure	Measure	Measure	Measure	Measure	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 Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Other Factor Values Scaled by Potential Acreage Impacted	Support of Transportation-Efficient Land Development
Measure Value	174.0 <small>persons</small>	86.7 <small>person hrs.</small>	0.0 <small>EPDO</small>	0.0 <small>EPDO / 100M VMT</small>	0.0 <small>jobs per resident</small>	0.0 <small>jobs per resident</small>	870.0 <small>adjusted users</small>	3,883,147.5 <small>thousand adj sq. ft.</small>	0.0 <small>thousand adj daily tons</small>	660,157.1 <small>adj. buffer time index</small>	348.0 <small>adjusted points</small>	3.6 <small>scaled points</small>	14,128.8 <small>adjusted jobs & pop.</small>
Normalized Measure Value (0-100)	1.7	2.7	0.0	0.0	0.0	0.0	5.9	13.8	0.0	0.0	2.0	7.1	12.5
Measure Weight (% of Factor)	50%	50%	100%	0%	60%	20%	20%	60%	20%	20%	50%	50%	100%
Factor Value	2.2		0.0		1.2			8.3			4.5		12.5
Factor Weight (% of Project Score)	15%		20%		25%			20%			10%		10%
Weighted Factor Value	0.3		0.0		0.3			1.7			0.5		1.2
Project Benefit	4.0												
SMART SCALE Cost	\$1,911,080												
SMART SCALE Score (Project Benefit per \$10M SMART SCALE Cost)	20.9												

Common Sense Engineering

I-64 Widening from I-295 to Bottoms Bridge

- Original design - \$79M
- Revised design - \$60M
- Both projects provide the same benefits

Original design



Revised design



Common Sense Engineering

I-81 Exit 17 Interchange – Revised design funded in Round 1

- **Original design - \$157M**
 - Full interchange reconstruction
 - Improved level-of-service from E to B
- **Revised design - \$21M**
 - Realigning existing ramps and adding one new ramp
 - Improved level-of-service from E to C



Benefits of SMART SCALE

- **Objective, data-driven process – no more ‘Governor’s lists’**
- **Improved transparency**
- **Enhanced accountability**
- **Better certainty for project sponsors, business community, and VDOT**
- **Project design focused on achieving most benefits for the least cost**