



# SMART SCALE

*Funding the Right  
Transportation Projects  
in Virginia*

## SMART SCALE Updates

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# “Look Back” – Funding By District By Project Type



**Funding by Project Type - Round 1 Selected (millions)**

District	Bike/Pedestrian	Bus Transit	Highway	Rail Transit	TDM	Grand Total
Bristol	\$ 0	\$ 1.3	\$ 69.9	\$ 0	\$ 0	\$ 71.2
Culpeper	\$ 29.5	\$ 0	\$ 49.2	\$ 0	\$ 1.8	\$ 80.4
Fredericksburg	\$ 1.9	\$ 0	\$ 175.5	\$ 0	\$ 27.2	\$ 204.6
Hampton Roads	\$ 0	\$ 6.4	\$ 325.5	\$ 0	\$ 0.6	\$ 332.4
Lynchburg	\$ 0	\$ 0.5	\$ 85.3	\$ 0	\$ 0	\$ 85.8
Northern Virginia*	\$ 7.1	\$ 4.5	\$ 200.8	\$ 10.0	\$ 0.5	\$ 222.9
Richmond	\$ 0.5	\$ 13.6	\$ 185.7	\$ 0	\$ 0	\$ 199.8
Salem	\$ 6.7	\$ 0.4	\$ 106.4	\$ 0	\$ 0	\$ 113.4
Staunton	\$ 1.1	\$ 0	\$ 104.7	\$ 0	\$ 0	\$ 105.8
<b>Grand Total</b>	<b>\$ 46.7</b>	<b>\$ 26.5</b>	<b>\$ 1,302.9</b>	<b>\$ 10.0</b>	<b>\$ 30.1</b>	<b>\$ 1,416.2</b>

\* Excludes Transform 66

# “Look Back” – Funding By District By Project Type



Funding by Project Type - Round 2 Recommendation (millions)						
District	Bike/Pedestrian	Bus Transit	Highway	Rail Transit	TDM	Grand Total
Bristol	\$0.0	\$0.0	\$24.0	\$0.0	\$0.0	\$24.0
Culpeper	\$0.0	\$0.0	\$56.1	\$0.0	\$0.0	\$56.1
Fredericksburg	\$1.5	\$0.0	\$23.4	\$0.0	\$0.9	\$25.8
Hampton Roads	\$1.6	\$0.3	\$228.6	\$22.0	\$0.0	\$252.6
Lynchburg	\$0.5	\$0.0	\$36.7	\$0.0	\$0.0	\$37.2
Northern Virginia	\$10.0	\$34.0	\$247.9	\$70.6	\$4.7	\$367.3
Richmond	\$17.6	\$1.9	\$129.6	\$0.0	\$2.9	\$152.1
Salem	\$9.5	\$5.9	\$55.6	\$0.0	\$0.0	\$71.0
Staunton	\$5.9	\$0.0	\$32.6	\$0.0	\$2.2	\$40.7
<b>Grand Total</b>	<b>\$46.7</b>	<b>\$42.1</b>	<b>\$834.6</b>	<b>\$92.6</b>	<b>\$10.8</b>	<b>\$1,026.8</b>

# 'Look Back' – Round 1



Round 1

Project Type	Funding Scenario				
	Total Submitted	Funded	Success Rate	Total Funding	% of Funding
Bike/Pedestrian	20	14	70%	\$46,714,042	3.30%
Bus Transit	7	7	100%	\$26,510,758	1.87%
Highway	249	132	53%	\$1,302,860,215	91.99%
Rail Transit	3	1	33.33%	\$10,000,000	0.71%
TDM	8	8	100%	\$30,147,190	2.13%
<b>Grand Total</b>	<b>287</b>	<b>167</b>	<b>58.2%</b>	<b>\$1,416,232,205</b>	<b>100.00%</b>

# 'Look Back' – Round 1



Round 1

Project Type	Selected for Funding				Not Selected for Funding			
	# of Projects	Average SMART SCALE Request	Average Project Benefit	Average SMART SCALE SCORE	# of Projects	Average SMART SCALE Request	Average Project Benefit	Average SMART SCALE SCORE
Bike/Ped	14	\$3,336,717	1.95	19.36	6	\$7,509,265	0.35	0.92
Bus Transit	7	\$3,787,251	3.07	13.78	0	N/A	N/A	N/A
Highway	132	\$9,870,153	3.04	9.09	116	\$47,205,648	2.30	1.15
Rail Transit	1	\$10,000,000	21.13	21.13	2	\$64,815,550	11.71	N/A
TDM	8	\$3,768,399	2.01	19.56	0	N/A	N/A	4.44
<b>All Projects</b>	<b>162</b>	<b>\$8,742,174</b>	<b>3.01</b>	<b>10.78</b>	<b>124</b>	<b>\$45,568,886</b>	<b>2.36</b>	<b>1.14</b>



# 'Look Back' – Round 2



Round 2

Consensus Funding Scenario					
Project Type	Total Scored	Selected	Success Rate	Total Funding	% of Funding
Bike/Pedestrian	45	23	51.1%	\$ 46,704,429	4.55%
Bus Transit	13	10	77.9%	\$ 42,083,588	4.10%
Highway	336	107	31.8%	\$ 834,598,922	81.28%
Rail Transit	2	2	100%	\$ 92,636,120	9.02%
TDM	8	5	62.5%	\$ 10,789,371	1.05%
<b>Grand Total</b>	<b>404</b>	<b>147</b>	<b>36.4%</b>	<b>\$ 1,026,812,430</b>	<b>100%</b>

# 'Look Back' – Round 2



Round 2

Project Type	Selected for Funding				Not Selected for Funding			
	# of Projects	Average SMART SCALE Request	Average Project Benefit	Average SMART SCALE SCORE	# of Projects	Average SMART SCALE Request	Average Project Benefit	Average SMART SCALE SCORE
Bike/Ped	23	\$2,030,627	4.02	29.78	22	\$6,506,183	1.71	3.41
Bus Transit	10	\$4,208,359	8.50	28.62	3	\$34,530,344	5.08	1.19
Highway	107	\$7,799,990	6.94	21.42	229	\$31,620,075	3.95	2.10
Rail Transit	2	\$46,318,060	48.6	10.94	0	N/A	N/A	N/A
TDM	5	\$2,157,874	6.38	49.10	3	\$4,763,365	1.27	5.05
<b>All Projects</b>	<b>147</b>	<b>\$6,985,119</b>	<b>7.13</b>	<b>24.02</b>	<b>257</b>	<b>\$29,190,717</b>	<b>3.74</b>	<b>2.24</b>

# “Look Back” – Is there a bias in project size?



- The number of projects by size funded through SMART SCALE is in line with the number of projects by size funded in the FY06-11 Six-Year Improvement Program

	$\leq \$5,000,000$	$> \$5,000,000$ $< \$20,000,000$	$\geq \$20,000,000$
<b>FY2006 SYIP</b>	<b>65%</b>	<b>23%</b>	<b>12%</b>
<b>Round 1*</b>	<b>53%</b>	<b>32%</b>	<b>15%</b>
<b>Round 2</b>	<b>63%</b>	<b>23%</b>	<b>14%</b>

\* Analysis excludes Transform 66



# “Look Back” – Is there a bias in project size?



- The amount of funding going to projects of a certain size funded through SMART SCALE is in line with the amount of funding going to projects of a certain size funded in the FY06-11 Six-Year Improvement Program

	$\leq \$5,000,000$	$> \$5,000,000$ $< \$20,000,000$	$\geq \$20,000,000$
<b>FY2006 SYIP</b>	<b>10%</b>	<b>28%</b>	<b>62%</b>
<b>Round 1*</b>	<b>11%</b>	<b>32%</b>	<b>57%</b>
<b>Round 2</b>	<b>17%</b>	<b>24%</b>	<b>59%</b>

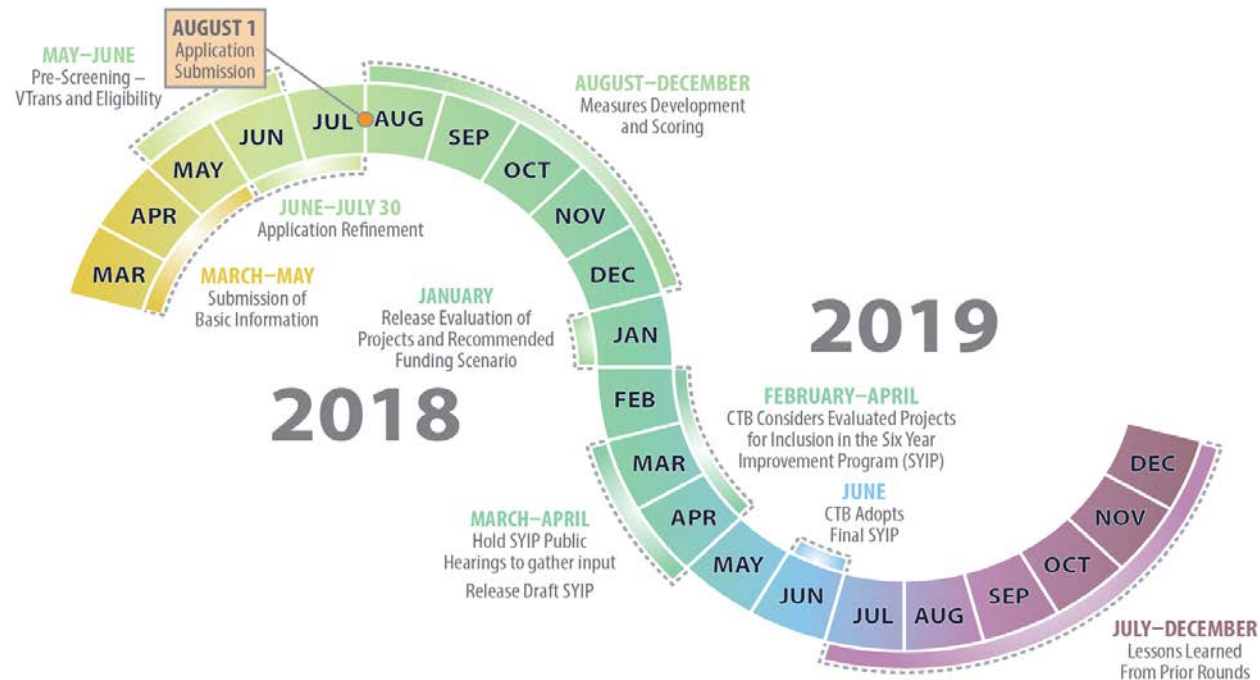
\* Analysis excludes Transform 66

# Proposed Changes to Process



## Biennial Schedule

- Begin application intake March 1<sup>st</sup> 2018
- June 1<sup>st</sup> deadline for creation of an application
- August 1<sup>st</sup> submission deadline





# Number of Applications



	Round 1	Round 2	% Change
Total # Submitted	321	436	36%
Total # Scored	287	404	41%
Average # Application	2.2	2.8	27%
Max # of Applications	12	33	175%



# Proposed Changes to Policy



## Application Limits

- Establish 2 tiers based on population

Tier	Localities	MPOs/PDCs/Transit Agencies	Maximum Number of Applications
1	Less than 200K	Less than 500K	4
2	Greater than 200K	Greater than 500K	8

# Proposed Changes to Policy



## Project Readiness

- **Demonstrate** that a project has **public support**, requiring resolution of support from governing body and in MPO areas a resolution of support from the regional entity
- Formalize and strengthen policy on required level of project planning
  - **New interchange on limited access facility**
    - IJR with preferred alternative
  - **Grade separation of at-grade intersection**
    - At-grade improvement options have been assessed
  - **New signal**
    - Signal warrants have been met and signal justified
  - **Major widening**
    - Corridor optimization and alternatives to new lanes have been evaluated

# Proposed Changes to Policy



## Project Eligibility

- Clarify the ineligibility of maintenance and State of Good Repair (SGR) projects
- If project scope is mostly the repair or replacement of existing assets then it is not eligible for SMART SCALE  
Examples include:
  - Signal system replacement (mast arms, signal heads)
  - Bridge replacement with wider lane widths and/or ped accommodations

# Proposed Changes to Policy



- **Full Funding Policy**
  - Program not intended to replace committed local/regional funding sources, proffers, and/or other committed state/federal funding sources
  - If \$ request is to add components to existing fully funded project then requested components will be analyzed independently
- **Relationship of Major Project Elements**
  - Add guidance that project elements must be associated (contiguous or same improvement type)

# Proposed Changes to Measures



## Congestion

- Person throughput – scale based on length
- Examine current conditions versus future conditions

## Safety

- Remove DUI crashes and use blended rate for fatal and severe injury crashes

## Land Use

- New methodology to analyze degree to which supported development is transportation efficient - Accessibility to key non-work destinations



# Proposed Changes to Measures



## Economic Development - ED.1 - Site Development

- Current metrics did not accurately capture readiness of submitted sites
- Revise metrics used to scale square footage of development with
  - Focus on site plans as an indication of private sector interest
  - Conceptual vs. detailed
  - Submitted vs. approved
- Require justification for projects that indicate support for more than 10 million square feet of development

## Economic Development - ED.2 - Intermodal Access

- Scale freight tonnage-based measure by the length of the improvement

# Schedule and Next Steps



## September – October - Fall Transportation Meetings

- Training and Outreach on proposed changes
- Receive public comment on proposed changes

## October 20, 2017 - Deadline to submit comments on Draft SMART SCALE Technical Guide

## October CTB Meeting

- Adopt Revised CTB Policy and Policy/Technical Guides