



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

## SMART SCALE Update

Chad Tucker  
MPO Quarterly Coordination Meeting  
March 2019



# Overview



- Round Three Recap
- Project Readiness/Project Descriptions
- Round 3 feedback
- Round 4 - Submission process under consideration
- Next Steps

# Round Three Requests



District	# of Apps	SMART SCALE Request (\$M)	Total \$
Bristol	50	\$656	\$656
Culpeper	43	\$696	\$746
Fredericksburg	35	\$439	\$493
Hampton Roads	58	\$822	\$4,524
Lynchburg	30	\$244	\$270
Northern Virginia	47	\$1,721	\$3,104
Richmond	85	\$1,171	\$1,240
Salem	49	\$731	\$804
Staunton	71	\$477	\$553
<b>GRAND TOTAL</b>	<b>468</b>	<b>\$6,956</b>	<b>\$12,389</b>

\$780M available for Round 3

# SMART SCALE



## Round 1

## Round 2

## Round 3

## % Change from RD1 / from RD2

Total #  
Submitted

321

436

468

46% / 7%

Requested  
Funding

7.2B

9.7B

7B

-2.7% / -28%

Available  
Funding

1.4B

1B

780M

-44% / -22%

Allocating 5 years  
of funding

Allocating 2 years  
of funding - \$300M  
bonus in SHP from  
I-66 OSB

Allocating 2 years  
of funding

# Screen Out Decisions by Round



**SMART  
SCALE**

*Funding the Right  
Transportation Projects  
in Virginia*

District	Screen Out Decisions by Round		
	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>
Bristol	10	5	4
Culpeper	0	0	0
Fredericksburg	0	3	1
Hampton Roads	5	9	2
Lynchburg	2	0	2
Northern Virginia	1	3	4
Richmond	14	7	6
Salem	2	3	4
Staunton	0	3	0
<b>Grand Total</b>	<b>34 of 321 (10.6%)</b>	<b>33 of 437 (7.6%)</b>	<b>24 of 468 (5.1%*)</b>

\*excludes  
withdrawn  
apps

# Round Three Screening Decisions



District	# of Apps	Screened Out	Reason to Screen Out			
			VTrans Need*	Project Eligibility*	Project Readiness*	Withdrawn
Bristol	50	6	4	0	1	2
Culpeper	43	1	0	0	0	1
Fredericksburg	35	3	0	0	0	3
Hampton Roads	58	4	0	0	2	2
Lynchburg	30	2	2	0	0	0
Northern Virginia	47	8	1	0	5	2
Richmond	85	6	1	3	4	0
Salem	49	4	1	1	2	0
Staunton	71	1	0	0	0	1
<b>Grand Total</b>	<b>468</b>	<b>35</b>	<b>9</b>	<b>4</b>	<b>15</b>	<b>11</b>

\* Some projects screened out for multiple reasons

# Round 3 Observations

## Project Readiness



- **Round 3 project readiness policy**
  - Major widening and new location projects
    - Demonstrate alternatives to improve existing network considered
  - New interchanges and traffic signals
    - Interchange Justification Request (IJR) or signal warrant/justification completed
- 43% of project screened out because of project readiness concerns
- Project readiness is critical to minimize risks for major project changes and cost overruns

# Round 3 Observations

## Project Description/Scope



- Ability to evaluate and score a project is dependent on clear and concise scope of work
- Key points scope should address
  - **What** - what is being proposed
  - **Where** - location of each improvement
  - **How much** - measurement (length, width, #)
- Many scopes lacked adequate detail
- Coordination to resolve details = time/resources



# Recommended Modifications to Staff Scenario - March CTB



Funding is now available from other sources for several projects recommended for funding

- **\$30.3M for Berry Hill Connector Road (HPP)**
  - Route 58 Corridor Development Fund
- **\$27.9M for Crystal City Metro (HPP)**
  - Transit capital and CMAQ funds
- **\$6.6M for Pentagon City-Crystal City-Potomac Yard Transitway (HPP)**
  - Transit capital

\$29.6M from increase in revenue estimates over the six-year window – divided 50/50 between HPP and DGP

# Recommended Modifications to Staff Scenario - March CTB



- **\$107.7M in unallocated High Priority Project funds**
  - \$27.4M unallocated in staff recommended scenario
  - \$65.6M from projects funded by other sources
  - \$14.8M from increases in revenue projections
- **Significantly larger amount unallocated compared to previous rounds**
  - \$33.4M in Round 1
  - \$8.7M in Round 2
- **Recommend distributing funds to each district based on district's share of district grant program and funding highest-scoring, unfunded projects**

## Feedback To-Date

- Perception process favors low cost projects - particularly low cost and bicycle and pedestrian projects
- Mega projects skew the results
- General recognition that limited funding is major issue

# Assessment of Low Cost Bias



- **62 of 98 (63%) project recommend for funding have total cost less than or equal to \$5M**
  - Funding requests total \$129M - about 17% of Round 3 pot
- **29 of 98 projects are bike/ped improvements (about 30%)**
  - Funding requests total \$88.6M - about 11% of Round 3 pot
- **30 projects have total cost between \$5M and \$20M**
  - Funding requests total \$208M - about 28% of Round 3 pot
- **6 projects greater than or equal to \$20M**
  - These 6 projects total over \$4.4B (approx \$4B leveraged)
  - Funding requests total \$420M - about 54% of the Round 3 pot

# Low Cost Projects



	Funded Projects		
	<b>&lt;=\$5,000,000</b>	<b>&gt;\$5,000,000 &lt;\$20,000,000</b>	<b>&gt;\$20,000,000</b>
<b>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>
<b>Round 3**</b>	<b>17%</b>	<b>28%</b>	<b>54%</b>

\*Analysis based on FY06-11 SYIP excludes projects that would not otherwise be eligible for SMART SCALE, and excludes Transform66: Outside the Beltway

\*\* Analysis includes projects selected or recommended for funding

# Assessment of Low Cost Bias



District	Project Rec for Funding	Average SMART SCALE Award
Bristol	3	\$6,687,105
Culpeper	4	\$5,202,316
Fredericksburg	10	\$3,982,646
Hampton Roads	26	\$10,965,345
Lynchburg	8	\$6,517,076
Northern Virginia	11	\$18,166,005
Richmond	14	\$4,576,887
Salem	6	\$5,229,487
Staunton	16	\$1,784,022

# Are Smaller Projects Less Beneficial?



- **4 project recommended for funding**
  - John Marshall Hwy./Rte. 55 East Safety Improvement Project
  - Intersection Improvements US-211/340 Big Oak Rd
  - Hot Springs - US 220 & VA 615 Intersection Improvements
  - RT 254 - RT 640 Intersection Safety Project
- **Combined Benefit score of 12.29**
- **Total Fatal and Injury Crashes Reduced = 27.87**
- **Total cost of \$6.7M**

# Are Smaller Projects Less Beneficial?



- **1 project not recommended for funding**
  - I-81 NB Truck Climbing Lane Extension from 191 to 195
- **Benefit score of 4.77**
- **Total Fatal and Injury Crashes Reduced = 6 (vs 27.87)**
- **Total cost of \$70M**



# Assessment of Low Cost Bias Bike/Ped Improvements



District	# Apps Scored	Total \$	Total Bike/Ped \$	Percent of Total
Bristol	44	\$ 20,061,316	\$ -	0.0%
Culpeper	42	\$ 20,809,265	\$ 2,009,265	9.7%
Fredericksburg	32	\$ 39,826,465	\$ 10,800,000	27.1%
Hampton Roads	54	\$ 285,098,978	\$ 24,125,817	8.5%
Lynchburg	28	\$ 52,136,609	\$ -	0.0%
Northern Virginia	39	\$ 199,826,065	\$ 15,127,084	7.6%
<b>Richmond</b>	<b>79</b>	<b>\$ 64,076,418</b>	<b>\$ 21,955,481</b>	<b>34.3%</b>
Salem	45	\$ 31,376,924	\$ 1,662,220	5.3%
Staunton	70	\$ 28,544,355	\$ 12,997,245	45.5%
<b>Statewide</b>	<b>433</b>	<b>\$ 741,756,385</b>	<b>\$ 88,677,112</b>	<b>11.9%</b>

# Concerns of Low Cost Bias in Richmond District



- Concern raised - Over 50% of improvements in staff recommended funding scenario are for bike/ped
- Almost 80 applications - resulted in higher percentage of \$ to smaller more cost effective projects - similar situation in Staunton
- Project title often does not fully convey scope of improvements

## Example

3430 - City of Richmond - Bike/Ped - G US 33 Leigh Street Streetscape improvement

On surface project above would appear to just be a streetscaping project

Project Description - This project will accommodate people who bike, walk, and use transit on Leigh St between 4th St and the MLK Bridge through **access management (medians, lane balance, consolidating entrances)**, shared use path, sidewalks, and other streetscape amenities.

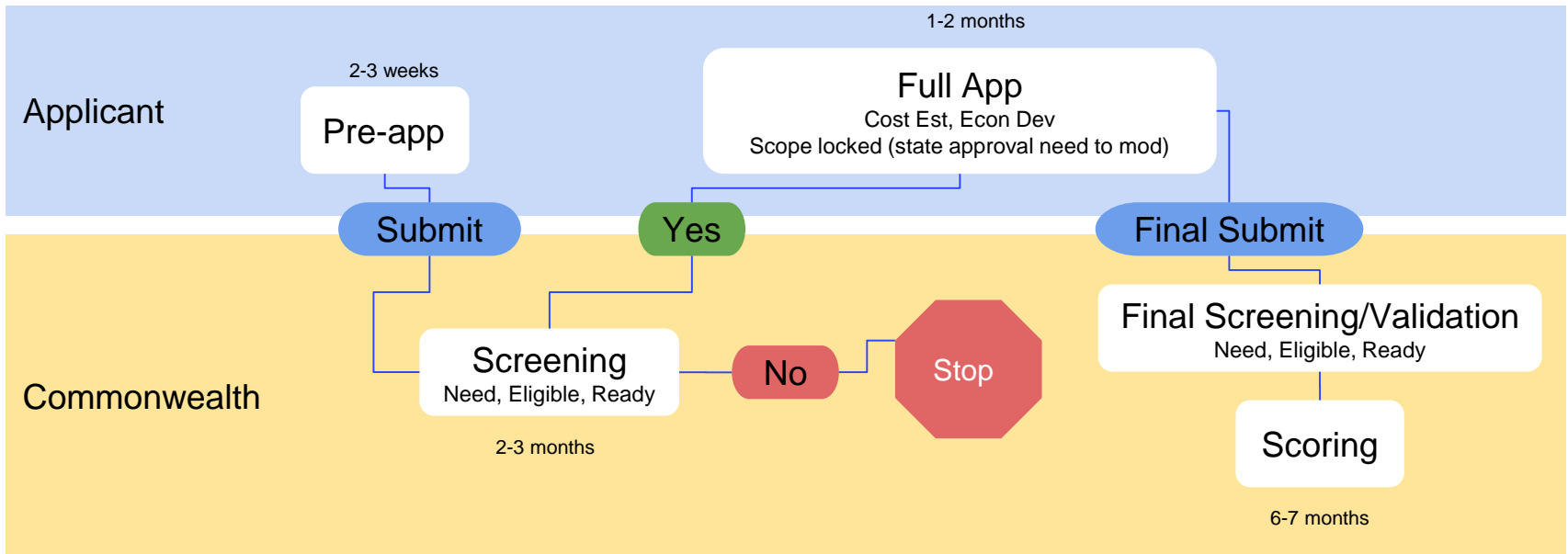
# General Survey Findings



- SMART SCALE team conducted external survey
- Approximately 70 responses
- Desire to understand the scoring process in more detail
  - Plan to develop and host statewide training session
- Scoring results could be improved
  - Working on recommendations to improve the scoring process
- Inadequate financial and staff resources to plan/develop projects and complete applications
- Portal needs some improvements
- Application process should be simplified

# Change under consideration for Round 4

- Pre-App/Application submission



## Next steps



- **April - May:** Development of Draft SYIP - Spring hearings
- **May CTB Meeting:** Board to discuss revisions to staff recommended funding scenario
- **June CTB Meeting:** Adoption of SYIP
- **Now - March 2020:** Begin developing and refining projects for Round 4



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