SMART SCALE

Funding the Right Transportation Projects in Virginia

Staff recommendations for improving the process for Round 3 - Retreat Follow-up

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July 19, 2017

‘Look Back’ on Rounds 1 & 2

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- Weighting frameworks were a big topic of discussion – how are they driving outcomes?
- June CTB meeting shared 4 weighting frameworks to assess impact of changes to area types
- **Feedback/Direction from June CTB meeting**
  - Identify funding impacts from the 4 weighting frameworks
  - Conduct additional analysis of Area Type C to assess outcomes

‘Look Back’ – Weighting Frameworks

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Test 1 – Two Categories

- Combines Area Types A/B and C/D
- Area Type B increases emphasis on congestion
- Area Type A increases emphasis on safety
- 5 projects were added to the funding scenario
- 5 projects were dropped from the funding scenario

Two Categories				
Area Type	Add	Drop	Net	Funding Change (M)
A	1	0	1	$23.7
B	1	3	(2)	$3.80
C	1	0	1	$1.40
D	2	2	0	$2.46

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	40%	5%	15%	20%	10%	10%
Category B	40%	5%	15%	20%	10%	10%
Category C	15%	25%	20%	30%	10%	
Category D	15%	25%	20%	30%	10%	

* Red indicates a change from the current weighting framework

‘Look Back’ – Weighting Frameworks

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Test 2 – Congestion and Safety

- Urban emphasis on congestion placed for all area types
- Safety emphasis for rural areas
- 10 projects were added to the funding scenario
- 20 projects were dropped from the funding scenario

Urban				
Area Type	Add	Drop	Net	Funding Change (M)
A	3	7	(4)	($32.8)
B	2	8	(6)	($1.90)
C	3	1	2	$28.0
D	2	4	(2)	($5.93)

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	40%	10%	10%	30%	10%	---
Category B	40%	10%	10%	30%	10%	---
Category C	40%	10%	10%	30%	10%	
Category D	40%	10%	10%	30%	10%	

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‘Look Back’ – Weighting Frameworks

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Test 3 – Safety and Econ Dev

- Emphasis on economic development and safety placed for all area types
- Excludes land use as not available in categories C and D
- 18 projects were added to the funding scenario
- 17 projects were dropped from the funding scenario

Rural				
Area Type	Add	Drop	Net	Funding Change (M)
A	4	8	(4)	($84.8)
B	4	6	(2)	$18.4
C	5	0	5	$46.1
D	5	3	2	$15.3

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	15%	30%	15%	30%	10%	---
Category B	15%	30%	15%	30%	10%	---
Category C	15%	30%	15%	30%	10%	
Category D	15%	30%	15%	30%	10%	

* Red indicates a change from the current weighting framework

‘Look Back’ – Weighting Frameworks

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Test 4 – All Measures are Equal

- Weights congestion, economic development, accessibility, safety, and environmental quality equally
- Excludes land use as not available in categories C and D
- 14 projects were added to the funding scenario
- 18 projects were dropped from the funding scenario

Equal				
Area Type	Add	Drop	Net	Funding Change (M)
A	4	7	(3)	($72.5)
B	3	7	(4)	$8.29
C	4	0	4	$30.7
D	3	4	(1)	($2.01)

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	20%	20%	20%	20%	20%	---
Category B	20%	20%	20%	20%	20%	---
Category C	20%	20%	20%	20%	20%	
Category D	20%	20%	20%	20%	20%	

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‘Look Back’ on Rounds 1 & 2

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Round 1 & Round 2 Statistics for Area Type C

- Success Rate by round
- 41% of projects in Area Type C that have been submitted and scored have been selected for funding

District	R1 & R2 (%)	R1 (%)	R2 (%)
Culpeper	44.1 (34/15)	80.0 (10/8)	29.2 (24/7)
Lynchburg	46.7 (15/7)	60.0 (10/6)	20.0 (5/1)
Richmond	22.7 (22/5)	33.3 (9/3)	15.4 (13/2)
Salem	25.0 (24/6)	50.0 (8/4)	12.5 (16/2)
Staunton	54.3 (46/25	72.2 (18/13)	42.9 (28/12)

*Results are in percent and includes number of applications scored/number of applications selected for funding.

‘Look Back’ – Weighting Frameworks

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Examined what would happen to staff recommended scenario from Round 2 if Category C weighting framework was modified

- Current scenario for Category C weights Economic Development, Accessibility and Safety equally

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%	5%	15%	5%	10%	20%
Category B	15%	20%	25%	20%	10%	10%
Category C	15%	25%	25%	25%	10%	
Category D	10%	35%	15%	30%	10%	

‘Look Back’ – Weighting Frameworks

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Test 5 - Two Categories

- Area Type C - increases emphasis on safety
- Area Type A, B, D remain same
- 1 project added to funding scenario

Two Categories				
Area Type	Add	Drop	Net	Funding Change (M)
A	0	0	0	---
B	0	0	0	---
C	1	0	1	$1.40
D	0	0	0	---

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%	5%	15%	5%	10%	20%
Category B	15%	20%	25%	20%	10%	10%
Category C	15%	25%	20%	30%	10%	
Category D	10%	35%	15%	30%	10%	

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‘Look Back’ – Weighting Frameworks

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Test 6 – Congestion and Safety

- Urban emphasis on congestion placed on Area Type C
- Safety emphasis for rural areas
- 4 projects were added to the funding scenario
- 2 projects were dropped from the funding scenario

Urban				
Area Type	Add	Drop	Net	Funding Change (M)
A	0	0	0	---
B	0	1	(1)	($2.95)
C	4	0	4	$28.0
D	0	1	(1)	($2.85)

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%	5%	15%	5%	10%	20%
Category B	15%	20%	25%	20%	10%	10%
Category C	40%	10%	10%	30%	10%	
Category D	10%	35%	15%	30%	10%	

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‘Look Back’ – Weighting Frameworks

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Test 7 – Safety and Econ Dev

- Emphasis on economic development and safety
- Excludes land use as not available in categories C and D
- 2 projects were added to the funding scenario
- 2 projects were dropped from the funding scenario

Rural				
Area Type	Add	Drop	Net	Funding Change (M)
A	0	1	(1)	($19.8)
B	0	1	(1)	($2.95)
C	2	0	2	$13.0
D	0	0	0	---

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%	5%	15%	5%	10%	20%
Category B	15%	20%	25%	20%	10%	10%
Category C	15%	30%	15%	30%	10%	
Category D	10%	35%	15%	30%	10%	

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‘Look Back’ – Weighting Frameworks

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Test 8 – All Measures are Equal

- Weights congestion, economic development, accessibility, safety, and environmental quality equally
- no change to funding scenario

Equal			
Area Type	Add	Drop	Net
A	0	0	0
B	0	0	0
C	0	0	0
D	0	0	0

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%	5%	15%	5%	10%	20%
Category B	15%	20%	25%	20%	10%	10%
Category C	20%	20%	20%	20%	20%	
Category D	10%	35%	15%	30%	10%	

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‘Look Back’ – Weighting Frameworks

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Test 9 – Category C Equals Category D

- 2 projects were added to the funding scenario
- 1 project was dropped from the funding scenario

C Equal D				
Area Type	Add	Drop	Net	Funding Change (M)
A	0	0	0	---
B	0	0	0	---
C	2	1	1	$7.63
D	0	0	0	---

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%	5%	15%	5%	10%	20%
Category B	15%	20%	25%	20%	10%	10%
Category C	10%	35%	15%	30%	10%	
Category D	10%	35%	15%	30%	10%	

* Red indicates a change from the current weighting framework

‘Look Back’ – Weighting Frameworks

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Summary of Scenarios

- 1 project was added to the funding scenario for all scenarios
- 1 project was added to the funding scenario for three scenarios
- 1 project was removed from the funding scenario for two scenarios
- Area Type B was negatively impacted the most
- Area Type C added the most projects but funding was reduced

All Scenarios			
Area Type	Add	Drop	Net
A	0	1	(1)
B	0	2	(2)
C	9	1	8
D	0	1	(1)

‘Look Back’ – Weighting Frameworks Conclusions

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- Major changes to weighting frameworks results in a 7-25% change in projects selected and a -3 to 4% change in project funding
- Modifications to Area Type C had minimal impact on number of projects selected in funding scenario; however, Area Type C received additional funding
- As determined previously, measures appear to have greater influence over whether a project is funded than weighting frameworks

Number of Applications

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	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%

Recommended Limits on Number of Applications

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June CTB Meeting Generated Significant Discussion

- Approach modified
- Established 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

Recommended Limits on Number of Applications

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Increases total number of applications by 111

Tier	No. of Local/Regional Entities	Maximum Number of Applications
1 (4 apps max)	238	952
2 (8 apps max)	18	144
Grand Total	256	1096

Impact of Recommended on Applicants

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Applicants that would be limited based on population
14 applicants impacted, two less than 3-tiered approach

District/Regional Entity	Jurisdiction/Regional Name	Submitted Round 1	Submitted Round 2	Average # Apps Submitted R1 & R2	Total Population 2010 Census	Max No. of Apps	Tier
Richmond	Hopewell	6	4	5	22,591	4	1
Bristol	Scott	6	3	4.5	23,177	4	1
Staunton	Frederick	5	9	7	78,305	4	1
Salem	Roanoke	5	4	4.5	84,278	4	1
Hampton Roads	Suffolk	5	7	6	84,585	4	1
Salem	Roanoke	4	5	4.5	97,032	4	1
Culpeper	Albemarle	3	7	5	98,970	4	1
Northern Virginia	Alexandria	4	5	4.5	139,966	4	1
Hampton Roads	Newport News	6	8	7	180,719	4	1
MPO	Roanoke Valley TPO	6	5	5.5	231,337	4	1
Richmond	Richmond	15	8	11.5	204,214	8	2
Northern Virginia	Loudoun	6	23	14.5	261,968	8	2
Richmond	Chesterfield	6	33	19.5	316,236	8	2
Northern Virginia	Prince William	12	14	13	397,041	8	2

Measure Enhancements
ED.1 - Site Development

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Feedback/Direction from June CTB meeting

- Consider additional point for economically distressed areas
  - Several data sources are available for determination of economically distressed areas
- Next several slides outline potential data sources to establish economically distressed areas in Virginia

Measure Enhancements
ED.1 - Site Development
Measuring Economic Distress

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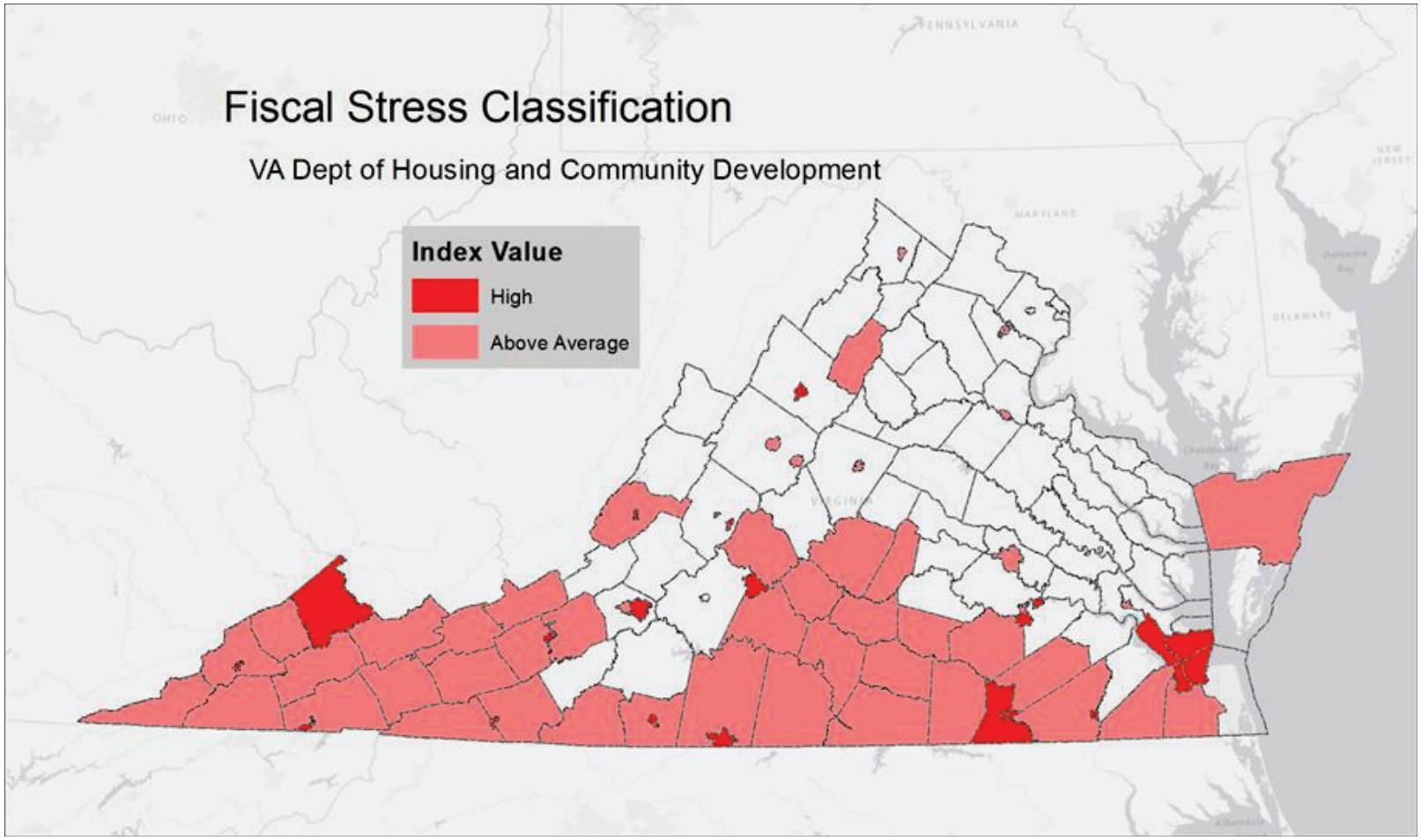

Measure Enhancements
ED.1 - Site Development
Measuring Economic Distress

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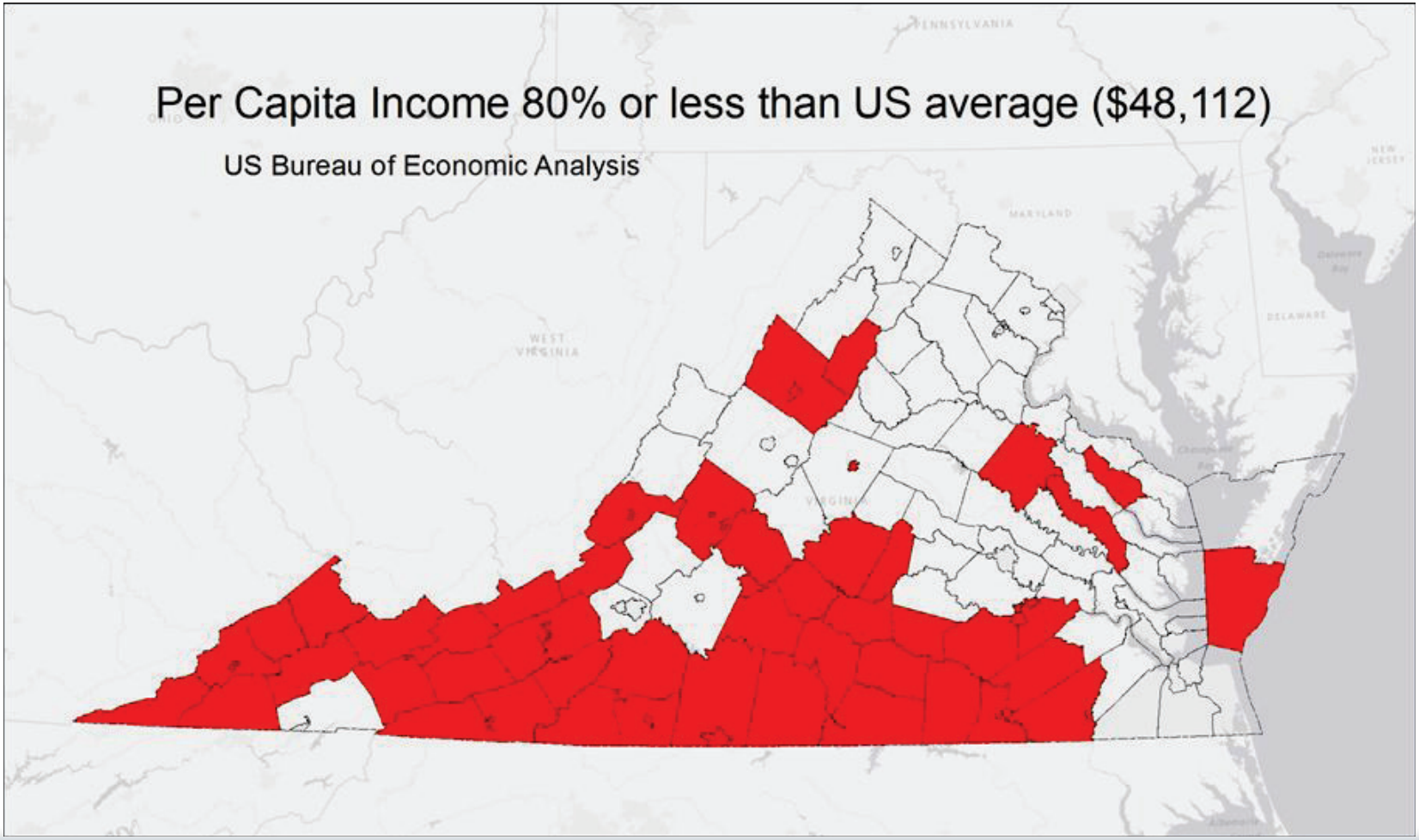

Measure Enhancements
ED.1 - Site Development
Measuring Economic Distress

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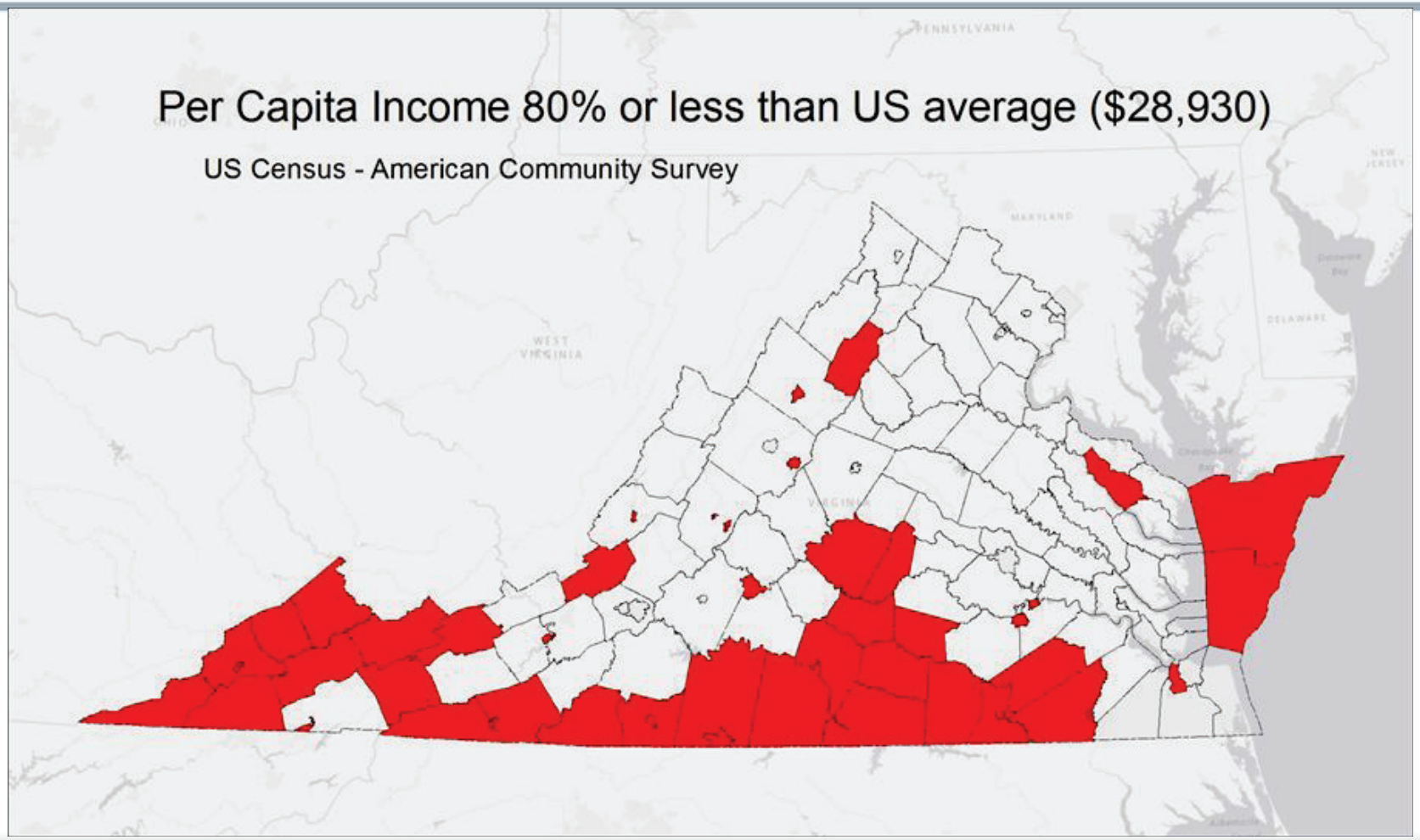

Measure Enhancements
ED.1 - Site Development
Measuring Economic Distress

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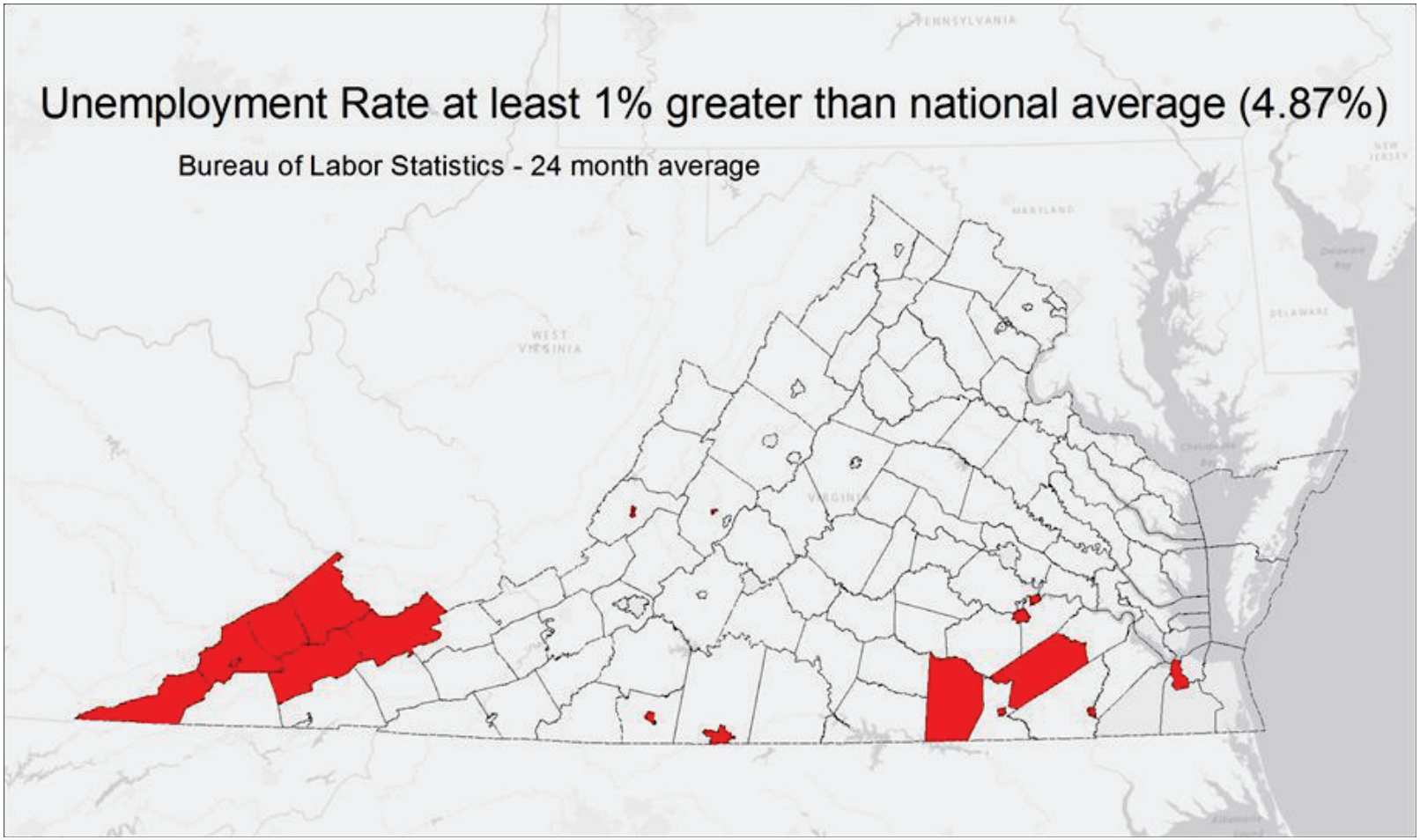

Measure Enhancements
ED.1 - Site Development
Measuring Economic Distress

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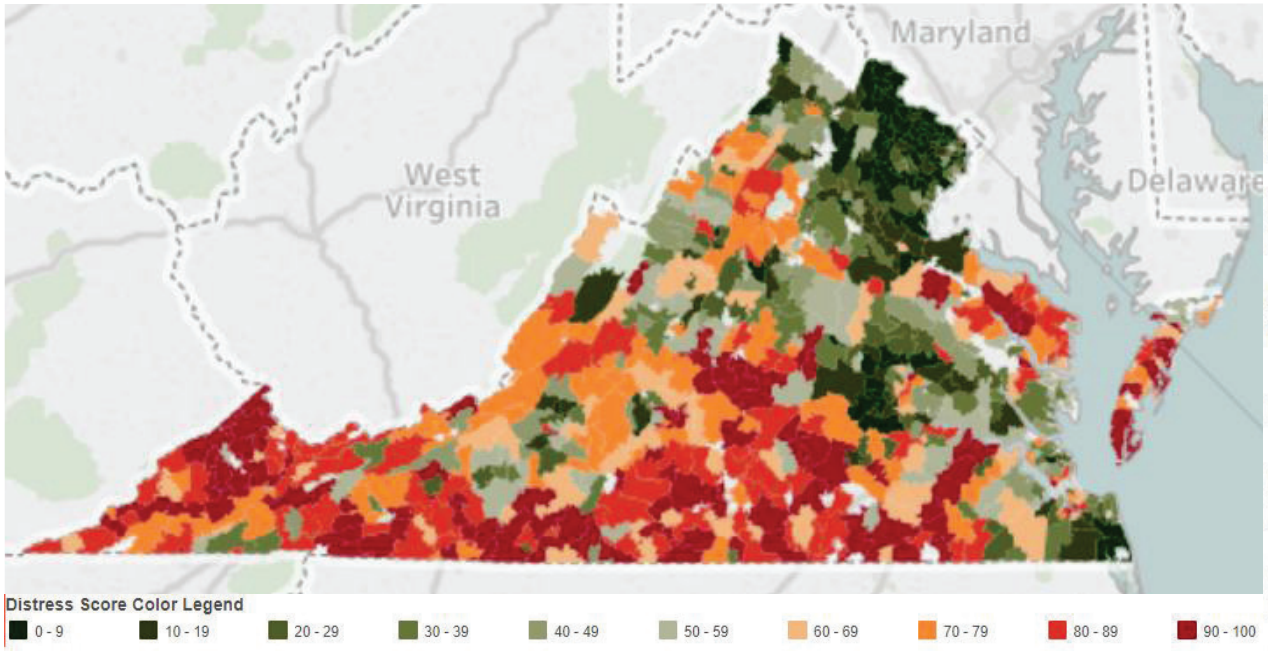
ECONOMIC INNOVATION GROUP



Economic Indicators for Virginia
State Population: 8,185,130
% Population in Distressed Zip Codes: 15%
Population in Distressed Zip Codes Rank: 24 of 51

	Virginia
No High School Degree	12%
Housing Vacancy Rate	8%
Adults Not Working	40%
Poverty Rate	12%
Median Income Ratio	100%
Change in Employment	4.5%
Change in Businesses	0.4%

Measure Enhancements
ED.1 - Site Development

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Recommendations

- Zoned properties must get primary access from project
- Remove 0.5 point for consistency with local and regional plans
  - ***Transportation Project specifically referenced in local comprehensive plan or regional economic development strategy = 0.5 points***
- ***Project within economically distressed area = 0.5 points***
- Reduce max buffer to 3 miles for economic development sites

Measure Enhancements
ED.1 - Site Development

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Recommendations (cont)

- Distinguish the level of readiness for site plans

Site Readiness	Points
Conceptual site plan submitted	0.5
Conceptual site plan approved	1
Detailed site plan submitted	2
Detailed site plan approved	4

- Consider the establishment of maximum square footage
  - Based on current level of development - cannot exceed x% of total current square footage in jurisdiction(s)
  - ***Currently working with several localities to determine if appropriate data is available***

Schedule and Next Steps

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July

- Provide additional information from Retreat
- Draft CTB Resolution available
  - Draft Policy and Technical Guide Publicly available
  - Begin public comment period

September – October - Fall Transportation Meetings

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

October CTB Meeting - Tentative

  - Adopt Revised CTB Policy and Policy/Technical Guides