



# SMART SCALE

*Funding the Right  
Transportation Projects  
in Virginia*

## SMART SCALE Updates

**Nick Donohue**  
**Deputy Secretary of Transportation**  
**October 23, 2017**

# Proposed Changes to Measures Update



- As a result of CTB meetings and feedback from applicants and the SMART SCALE team, the following changes will not be advanced:

Congestion  
Mitigation

- Adjusting person throughput calculation to better reflect the size of project improvements.

Accessibility

- Eliminate the 45 and 60-minute cap for auto and transit job access, respectively.

- Final draft of SMART SCALE Technical Guide updated to reflect the final proposed changes.

# Input Received



- **9 Public Meetings**
- **294 attendees**
- **23 entities submitted comments through letters or the online portal**
  - 11 local jurisdictions
  - 10 MPOs/PDCs
  - 2 stakeholder organization

# Input Received - Process



- **16 comments on application limits**
  - Vast majority were opposed to changes
  - Modification to address potential issue related to projects located in towns unable to submit projects
- **20 comments on project readiness and eligibility**
  - Concern over required documentation
- **8 comments on full funding policy**
  - Generally expressed support
  - Several localities expressed concerns about proffers being included in this policy

# Input Received - Measures



- **23 comments on congestion**
  - Concern over proposal to scale person throughput by project length
  - Support and opposition to using existing conditions
- **22 comments on economic development**
- **14 comments on access to jobs measures**
  - Support and opposition to retaining the 45- and 60-minute caps for access to jobs

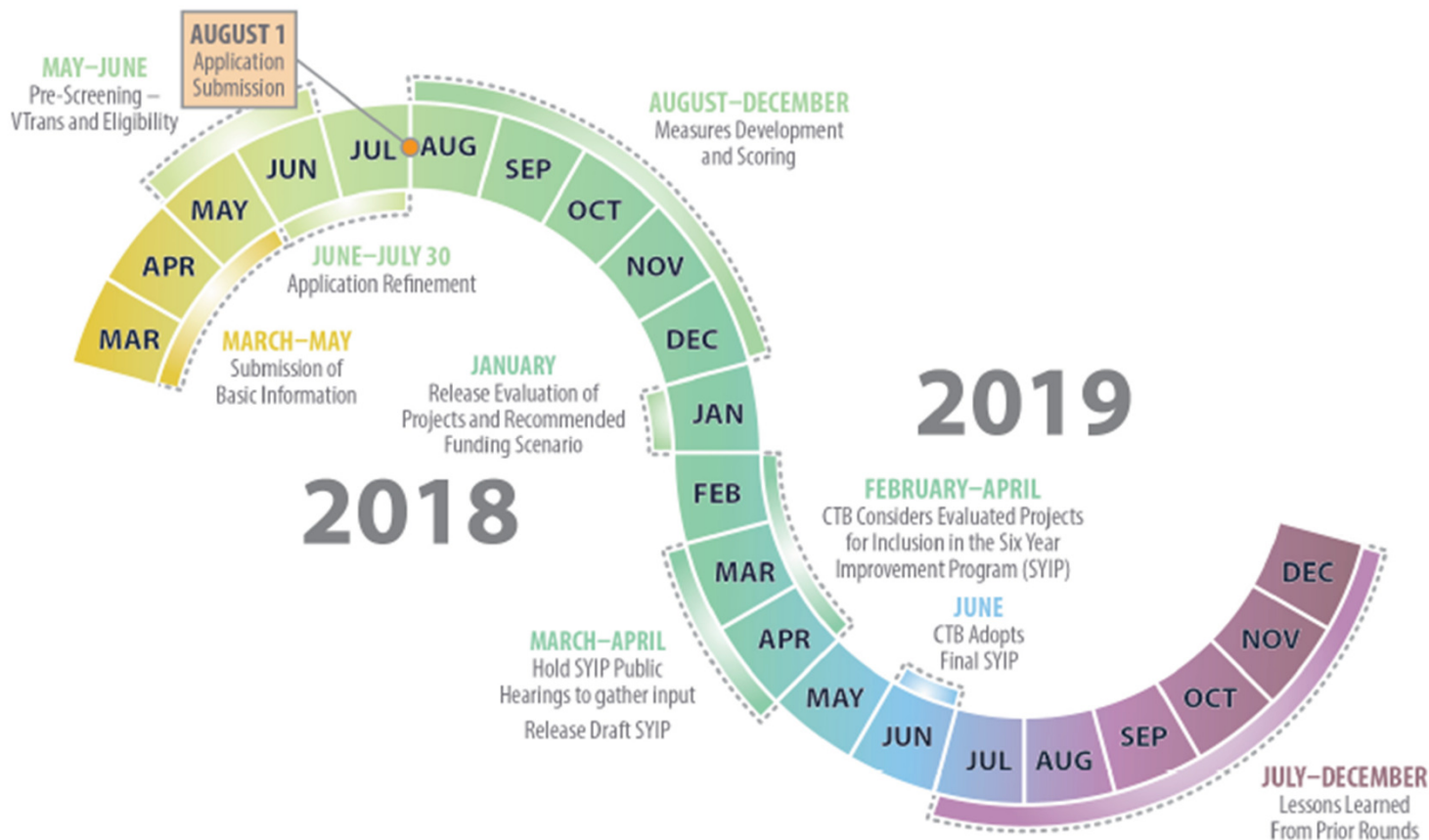
# Round 3 - Final Recommended Changes Recap

# Timeline



**SMART  
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# App Limits, Eligibility, and Readiness



## Application Limits

Limit number of applications allowed per applicant. Use a two-tiered population-based approach to set application limits (4 for smaller applicants, 8 for larger applicants).

## Project Eligibility

Projects or project elements for repair or replacement of existing assets are not eligible for SMART SCALE funding.

## Full Funding Policy

- Benefits associated with fully funded or committed project element(s) excluded from consideration.
- Projects fully funded through a proffer or in a CIP, TIP, or SYIP are not eligible.

## Project Readiness

- New guidance on required level of planning and supporting documentation for major roadway projects.
- Applicants must coordinate with VDOT/DRPT to assess the level of environmental documentation required.

## Project Support

Applicants must provide a resolution of support from relevant governing/policy board.

## Relationship of Major Project Elements

Project elements must be associated (contiguous or same improvement type).

## Changes in Project Scope and Cost

New guidance on rescoring and applicants responsible for cost attributable to increase in scope regardless of budget.



# Measures



## Safety

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

## Congestion Mitigation

Person throughput and delay analysis will now use existing year traffic volumes, not future year traffic volumes.

## Economic Development

- Zoned properties must get primary access from project.
- Require any project with more than 10 million square footage to provide additional documentation.
- Project must be specifically referenced in local comprehensive plan or regional economic development strategy.
- Projects receive additional points based on the degree to which the area is rated as economically distressed.
- Site development buffer reduced to a maximum of 3 miles.
- Revise points related to readiness of development to focus on site plans with more points awarded for approved detailed site plans and less for pending and conceptual site plans.
- Freight tonnage-based measure for intermodal access scaled by the length of the improvement.

## Land Use Coordination

Replaced subjective criteria related to the degree to which an area had transportation efficient development patterns with a non-work accessibility criteria.

# 'My Region isn't Getting its Fair Share'



- “Something is clearly wrong with a process that directs less than 4 percent of its High Priority dollars to a corridor ... with the worst traffic congestion in the nation”
- “he would like to see total amount of dollars being spent on I-81 vs. I-95, to see if the area is getting its ‘fair share’”
- “The Coalfields Expressway underfunded and overlooked by Administration”

# Fair Share of Funding



District	FY18-23 Under Old "40-30-30"	Actual FY18-23 Under SMART SCALE - SGR
Bristol	126.8	211.8
Culpeper	117.9	173.3
Fredericksburg	130.4	385.5
Hampton Roads	375.0	636.8
Lynchburg	133.2	199.6
NOVA	392.1	596.7
Richmond	275.8	469.9
Salem	179.3	295.1
Staunton	146.8	227.5

Figures in millions and 40-30-30 is an extrapolation of FY21 funding levels

# Fewer Projects in SYIP, More Moving Forward



SYIP Update	Number of Projects Added	Projects Not Fully Funded
FY12-17	1152	242
FY14-19	1143	297
FY18-23	692	62

Includes all projects added over the course of the fiscal year

# Major Interstate: SMART SCALE vs. Other Resources



Interstate	SMART SCALE	Regional/Tolls/Other
I-64	397	1,179
I-66	0	2,680
I-77	5	0
I-81	168	0
I-85	0	0
I-95/I-395	220	940

Figures in millions

# Safety Statistics



Interstate	Fatality Rate per 100M VMT	Injury Rate per 100M VMT	Total Fatalities and Serious Injuries
I-64	0.48	33.81	919
I-81	0.37	18.22	612
I-85	1.08	24.43	161
I-95	0.33	32.76	908
All Interstates	0.39	29.42	3,438

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# Coalfields Expressway/Corridor Q



- **\$460M+** programmed to improvements
  - \$140M expended

- **\$100M 460 Connector completed 2015**
  - Not open to traffic until connecting roads are constructed





# Resource Levels



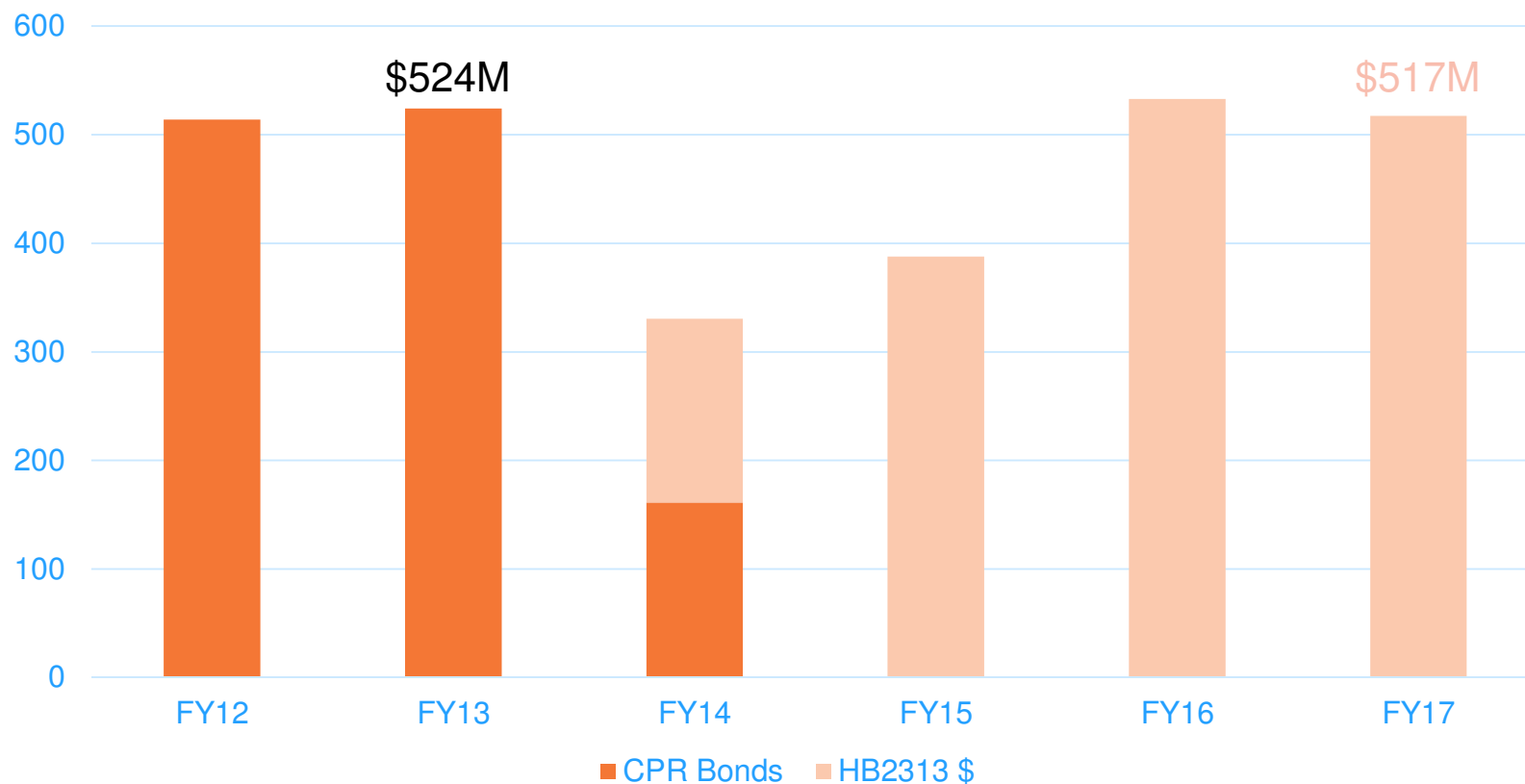
- **Currently \$800M to \$1B available every two years for SMART SCALE**
- **Viability of gas tax mid- to long-term is questionable**
  - Volvo – all hybrid or battery power by 2019
  - GM – at least 20 all electric vehicles by 2023
- **Transit fiscal cliff due to expiration of CPR bonds**
  - CTB will need to consider options including use of SMART SCALE dollars if legislative solution is not identified

# HB2313 Revenues for Construction



	2014	2015	2016	2017	2018	5-Year
<b>2013 Projections</b>	182.4	440.5	592.3	638.8	661.9	2,515.9
<b>Actual/ Forecast as of 2017</b>	169.3	387.9	532.9	517.4	517.1	2,124.5
<b>Delta</b>	(13.1)	(52.6)	(59.5)	(121.4)	(144.8)	(391.4)

# CPR Bonds versus New Revenues for Construction



# SMART SCALE Requests



	Round 1	Round 2	% Change
Total # Submitted	321	436	36%
Requested Funding	7.2B	9.7B	38%
Available Funding	1.4B	1B	-29%
Max # Apps from Locality	12	33	175%
Avg # Apps per Locality	2.2	2.8	27%