



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

# SMART SCALE - Round 4 Update

November 2020







# Recap of Round 4 Policy Changes



- **Timeline and Schedule**

- 1 month pre-app intake
- Pre app caps - 4+1 and 10+2

- **Project Eligibility**

- Transit maintenance facility must include capacity/service expansion
- Prohibit systemwide projects

- **Project Readiness**

- Adaptive signal control projects must include corridor study or operational analysis
- Major Transit Investments - BRT/Light Rail
  - require planning study that shows alternatives considered
  - inclusion in agency's Transit Strategic/Development Plan

# Round 4

## Pre-screening



- Pre-Applications submitted in April
- Commonwealth reviewed applications and provided feedback on three areas used in final screening
  - Does project meet VTrans need?
  - Is project eligible for SMART SCALE?
  - Does project meet readiness requirements?
- Allow us to identify issues early in process and provides applicants feedback on potential screening issue early in process

# Recap of Round 4

## Scoring Method Changes



- **Safety Factor** - 1) For certain project types a targeted CMF will be used, 2) 70/30 split in weighting - more weight to reduction in crash frequency
- **Congestion Factor** - Implement method to better account for peak period congestion throughout entire week (weekdays and weekends)
- **Environmental Factor** - Convert E1 to subtractive measure (subtracting up to 5 points at end of scoring)
- **Economic Development** - 1) FAR for zoned only properties capped at 0.3, 2) Incorporate VEDP Business Ready Sites into site weighting process
- **Land-Use Factor** - Modify current weighting of L1 (Future Density) and L2 (Change in Density) from 70/30 to 50/50

# Round 4

## Submissions by Project Type



District	Bike/Pedestrian	Bus Transit	Highway	Rail Freight	Rail Transit	TDM	Grand Total
Bristol			34				34
Culpeper	7		30			1	38
Fredericksburg	7		29				36
Hampton Roads	11	4	36			2	53
Lynchburg	2		28				30
Northern Virginia	4	3	23		1		31
Richmond	26	2	49	1			78
Salem	13		47				60
Staunton	12	3	29			1	45
<b>Grand Total</b>	<b>82</b>	<b>12</b>	<b>305</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>405</b>

# Comparison of Rounds Submissions by Project Type



Project Type	RD1	RD2	RD3	RD4	Grand Total
Bike/Pedestrian	27	47	70	82	226
Bus Transit	11	14	15	12	52
Highway	272	364	371	305	1,312
Rail Freight	1		1	1	3
Rail Transit	3	4	2	1	10
TDM	8	8	9	4	29
<b>Grand Total</b>	<b>322</b>	<b>437</b>	<b>468</b>	<b>405</b>	<b>1,632</b>

# Comparison of Rounds

## Total Cost of Submissions



District	RD1	RD2	RD3	RD4*	All Rounds
Bristol	\$231M	\$1,070B	\$836M	\$212M	\$2,349M
Culpeper	\$343M	\$345M	\$804M	\$374M	\$1,867M
Fredericksburg	\$449M	\$696M	\$461M	\$562M	\$2,169M
Hampton Roads	\$6,368M	\$2,569M	\$4,589M	\$1,221M	\$14,747M
Lynchburg	\$227M	\$240M	\$276M	\$490M	\$1,234M
Northern Virginia	\$5,195M	\$4,908M	\$3,752M	\$2,621M	\$16,477M
Richmond	\$853M	\$1,320M	\$1,460M	\$956M	\$4,590M
Salem	\$796M	\$985M	\$872M	\$629M	\$3,282M
Staunton	\$439M	\$617M	\$576M	\$232M	\$1,863M
<b>Grand Total</b>	<b>\$14,901M</b>	<b>\$12,750M</b>	<b>\$13,628M</b>	<b>\$7,298M</b>	<b>\$48,577M</b>

\*Notes - Cost estimate validation is underway - there may be slight differences in totals when comparing tables on each slide



# Comparison of Rounds

## Total Funding Requested



District	RD1	RD2	RD3	RD4*	Grand Total
Bristol	\$224M	\$1,065M	\$823M	\$212M	\$2,325M
Culpeper	\$333M	\$318M	\$752M	\$349M	\$1,754M
Fredericksburg	\$369M	\$685M	\$419M	\$377M	\$1,852M
Hampton Roads	\$1,860M	\$1,629M	\$881M	\$787M	\$5,160M
Lynchburg	\$197M	\$217M	\$251M	\$451M	\$1,119M
Northern Virginia	\$2,114M	\$3,362M	\$2,450M	\$1,637M	\$9,564M
Richmond	\$767M	\$1,181M	\$1,390M	\$921M	\$4,261M
Salem	\$701M	\$931M	\$798M	\$600M	\$3,032M
Staunton	\$403M	\$566M	\$499M	\$229M	\$1,699M
<b>Grand Total</b>	<b>\$6,972M</b>	<b>\$9,958M</b>	<b>\$8,268M</b>	<b>\$5,568M</b>	<b>\$30,768M</b>

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# Comparison of Rounds

## Leveraged Funding



District	RD1	RD2	RD3	RD4*	Grand Total
Bristol	\$6M	\$4M	\$12M	-	\$23M
Culpeper	\$9M	\$25M	\$51M	\$25M	\$112M
Fredericksburg	\$79M	\$10M	\$41M	\$184M	\$316M
Hampton Roads	\$4,507M	\$939M	\$3,706M	\$433M	\$9,586M
Lynchburg	\$29M	\$22M	\$24M	\$38M	\$114M
Northern Virginia	\$3,080M	\$1,545M	\$1,302M	\$983M	\$6,912M
Richmond	\$86M	\$138M	\$69M	\$34M	\$329M
Salem	\$94M	\$53M	\$74M	\$28M	\$249M
Staunton	\$35M	\$50M	\$76M	\$1M	\$163M
<b>Grand Total</b>	<b>\$7,928M</b>	<b>\$2,791M</b>	<b>\$5,359M</b>	<b>\$1,728M</b>	<b>\$17,808M</b>

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# Comparison of Rounds

## Average Total Cost Per Project



District	RD1	RD2	RD3	RD4*	Grand Total
Bristol	\$7M	\$22M	\$16M	\$6M	\$14M
Culpeper	\$19M	\$9M	\$18M	\$9M	\$13M
Fredericksburg	\$20M	\$25M	\$13M	\$15M	\$18M
Hampton Roads	\$141M	\$42M	\$79M	\$23M	\$67M
Lynchburg	\$5M	\$8M	\$9M	\$16M	\$9M
Northern Virginia	\$112M	\$79M	\$79M	\$84M	\$88M
Richmond	\$16M	\$16M	\$17M	\$12M	\$15M
Salem	\$20M	\$18M	\$17M	\$10M	\$16M
Staunton	\$15M	\$13M	\$8M	\$5M	\$9M
<b>Grand Total</b>	<b>\$46M</b>	<b>\$29M</b>	<b>\$29M</b>	<b>\$18M</b>	<b>\$29M</b>

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# Project Pipeline

## Performance Based Planning



- VDOT's STARS program has used a performance based approach to project planning and development
- Transportation and Mobility Planning Division oversees this program and maintains statistics on the success of STARS recommendations in SMART SCALE
- Success rate for STARS recommendation submitted in the last 3 rounds of SMART SCALE ***has been over 80%***
- In coming months we will continue discussion with board on setting up a project pipeline and making performance based planning standard operating procedure





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Thank you

