



COMMONWEALTH *of* VIRGINIA
Office of the
SECRETARY *of* TRANSPORTATION

SMART SCALE Process Review Update

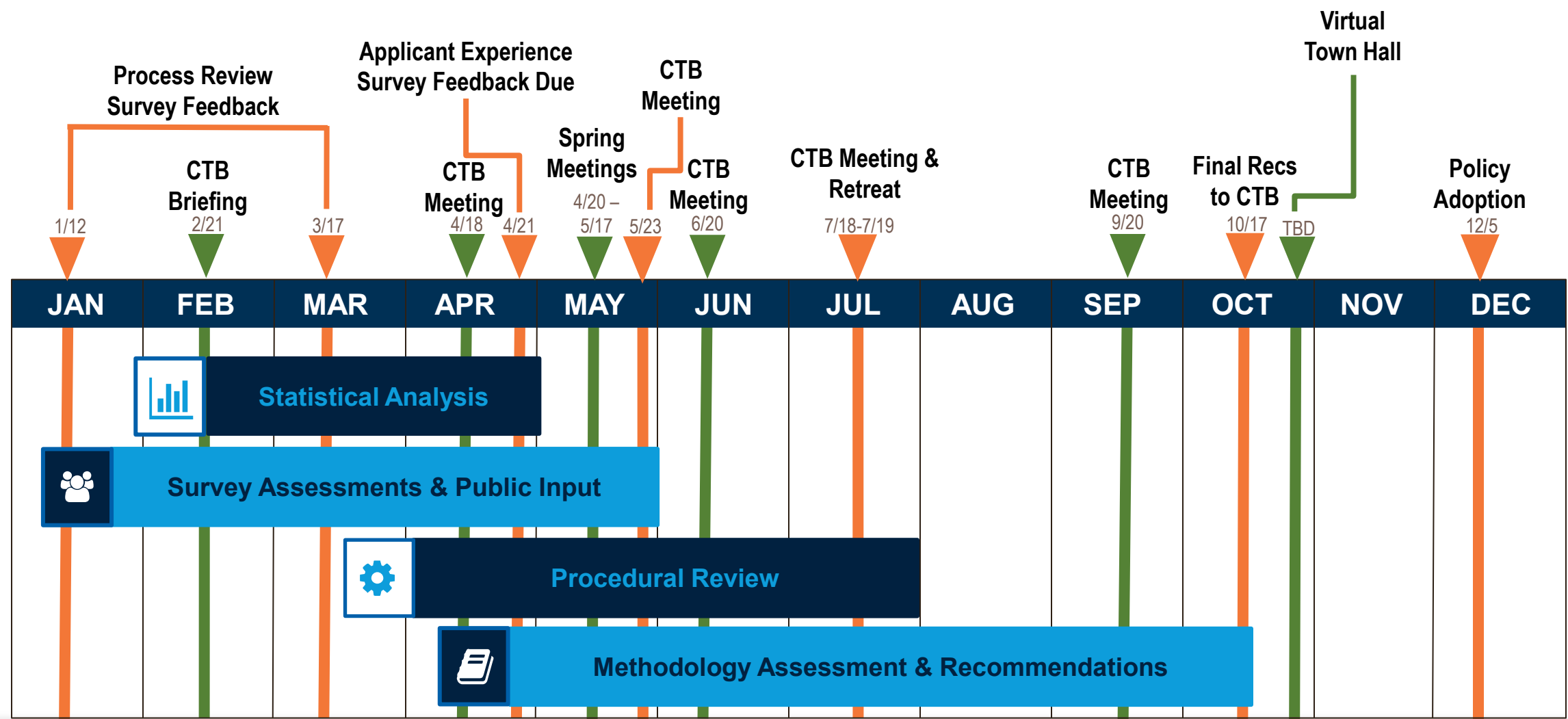
September 20, 2023



Presentation Topics

- **Overview and Status of SMART SCALE Process Review**
- **Review of Key Findings**
- **Main Retreat Takeaways**
 - Staff response to action items
 - Illustrative impacts of recommended scenarios based on Round 5
- **VEDP Economic Development Recommendations**
 - Current Scoring Methodology
 - Proposed Methodology
 - Preliminary Results
- **Public Outreach Updates**
 - Schedule and next steps
 - Comments or questions about the SMART SCALE review

Since February, the CTB has been engaged in a holistic review of our nationally recognized, data-driven process for prioritizing multimodal transportation investments to determine if SMART SCALE is meeting its goal.



After Reviewing Comments and Outcomes of Five Rounds of SMART SCALE, a Few Key Issues Stood Out

- **Leveraged Projects of \$30 Million Have a Funding Advantage**
 - Leveraged projects generally have a slight edge over non-leveraged projects, the advantage is much more prominent for SMART SCALE-funded projects greater than \$30M
 - No bias toward urban leveraged projects over rural leveraged projects, however urban areas utilize leverage funding more than rural areas
 - Recommended solution
 1. No specific action recommended (consistent with CTB policy to encourage the use of other sources to leverage SMART SCALE funds)
- **Application Quality Needs to Improve**
 - Over 50% of submitted Round 5 applications were “not ready” at full application submission (90% at pre-application)
 - Recommended solutions
 1. Reduce application cap limit to 2 and 5
 2. Streamline the SMART portal
 3. Screen out applications if they fail to meet requirements
 4. Tie consensus funding to applicant’s prior performance

After Reviewing Comments and Outcomes of Five Rounds of SMART SCALE, a Few Key Issues Stood Out (cont.)

- **Small Projects are More Likely to Get Funded**
 - Funded over 2X more often than larger projects
 - Of selected projects, 78% are under \$10 million receiving only 33% of total funded amount
 - Average project amount requested in Step 2 dropped from \$57M (Round 1) to \$19M (Round 5)
 - HPP is funding small projects – essentially
 - Recommended solutions
 1. Refine HPP definition and Eliminate Step 2
 2. Reduce the number of applications
- **On a District Basis, Lower-Scoring Projects are Not Being Funded over Higher-Scoring Projects**
 - On a statewide basis, Step 2 **does allow** lower-scoring projects be funded with HPP funds
 - Recommended solution
 1. Eliminate Step 2 in conjunction with HPP definition refinement

After Reviewing Comments and Outcomes of Five Rounds of SMART SCALE, a Few Key Issues Stood Out (cont.)

- **No Bias Toward Urban Projects**
 - Recommended solution
 1. No action recommended
- **Land Use is Driving a One-Factor Majority**
 - Land Use factor drives total benefits at a rate of 2X from Round 1 to Round 5
 - Recommended solution
 1. Modify the factor weighting for the Land Use factor making it a multiplier to the other factor areas
- **Benefit Factors Should be Forward-Looking**
 - Full benefits are not recognized – current analysis is in existing year conditions
 - Recommended solutions
 1. Calculate congestion benefits for 10 years in the future
 2. Utilize forward-looking economic development factor from VEDP

Action Items Identified at the July SMART SCALE Retreat

1. Meet with CTB members, as necessary or requested
2. Update Graphics
 - a. “Area Type and Factor Weighting” table to include population and population densities
 - b. “Summary of the SMART SCALE Rounds” table to include completed projects by round
3. Provide a refined definition of eligible High Priority Projects (HPP)
4. Clarify project eligibility and application requirements
5. Consider mid-level application cap
6. Review illustrative impacts of scenarios based on Round 5
 - a. Show results by:
 - i. Statewide summary
 - ii. District summary with project level detail
 - b. In the Proposed Staff Recommended Scenario, summarize projects that were funded or unfunded
7. Ensure an Understanding of the SMART SCALE Factors and Measures

Action Item #1: Meet with CTB Members

- **OIPI staff met with every CTB member who requested a meeting**
 - Seven meetings were held with various CTB Members
 - Will be available for additional meetings going forward

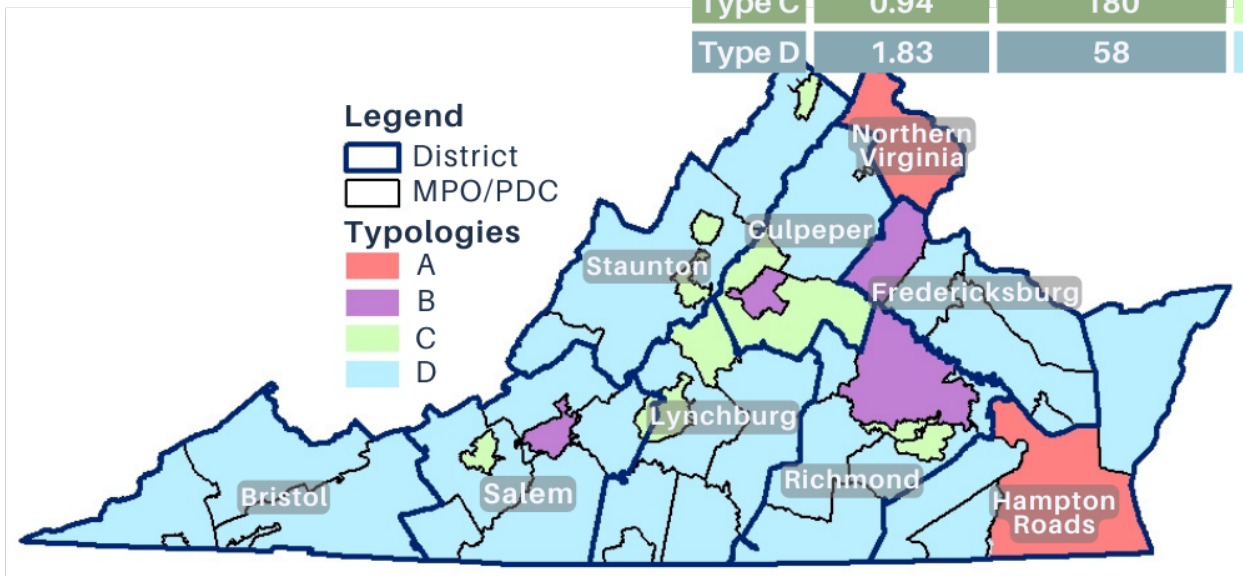
Action Item #2 (b): Update “Summary of the SMART SCALE Rounds Table” – Added Completed Projects

PROJECT APPLICATIONS	FY 2017 ROUND 1	FY 2018 ROUND 2	FY 2020 ROUND 3	FY 2022 ROUND 4	FY 2024 ROUND 5	GRAND TOTAL
Submitted	321	437	468	406	413	2045
Scored	287	404	433	397	394	1915
Funded	163	147	134	167	164	774
Total Funding Requested	\$7.2 B	\$9.7 B	\$7.0 B	\$6.3 B	\$8.3 B	\$37.4 B
Total Funding Allocated	\$1.7 B	\$1.0 B	\$0.9 B	\$1.4 B	\$1.6 B	\$6.3 B
Value of Projects Supported	\$2.7 B	\$2.4 B	\$5.1 B	\$1.9 B	\$2.4 B	\$14.5 B
Completed Projects	92	42	7	0	0	141

Action Item #2 (a): Update “Area Type and Factor Weighting” Table – Added Population and Population Densities

Weighting, Typology, at the District and MPO / PDC level

Factor	Population (Millions)	Density (Population per Square Mile)	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment
Type A	4.23	1242	5%	45%	15%	20%	5%	10%
Type B	1.76	618	20%	15%	20%	15%	20%	10%
Type C	0.94	180	25%	15%	15%	10%	25%	10%
Type D	1.83	58	30%	10%	10%	10%	30%	10%



Action Item #3: Provide a Refined Definition of Eligible High Priority Projects (HPP)

- **Code of Virginia (§ 33.2-370) defines the “where”:**
 - “High-priority projects” means those projects of regional or statewide significance, such as projects that reduce congestion or increase safety, accessibility, environmental quality, or economic development”
 - CTB policy identifies the “where” as Corridors of Statewide Significance and Regional Networks
- **Recommended refining definition to include “what” type of projects:**
 - Projects that include the following feature types: New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High-Capacity Fixed Guideway Transit, Transit Transfer Stations, and New Bridge

Action Item #4: Clarify Project Eligibility and Application Requirements

- **The Technical Guide and SMART Portal detail readiness requirements**
 - See Chapter 2.0 Project Eligibility and Application Process of the Technical Guide available at <https://www.smartscale.org/documents/2022/Round-5-SMART-SCALE-Technical-Guide.pdf>
 - 2.1 Eligibility Requirements (pages 10-16)
 - 2.2 Project Readiness – Planning Requirements (pages 17-22)
 - Additionally, eligibility and readiness requirements are reinforced in the web-based application (SMART Portal)
- **VDOT, DRPT, and OIPI staff regularly provide support and guidance**

Action Item #5: Consider Mid-Level Application Cap

- OIPI is analyzing the need for a mid-level application cap and will bring the full analysis to the CTB in October

Action Item #6 (a): i. Review Illustrative Impacts of Scenarios Based on Round 5 by Statewide Summary

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	152	1	20	5	27	29
Projects Dropped	-	25	6	5	48	68
Net SS Award (millions)	\$1,532.1	-\$9.7	\$78.2	\$28.0	\$25.1	\$34.0
Unallocated HPP (millions)	\$90.1	\$99.8	\$11.9	\$74.1	\$23.0	\$14.7

Action Item #6 (a): ii. Review Illustrative Impacts of Scenarios Based on Round 5 by District Summary with Project-Level Detail

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9193	D	LYN	Danville City	Riverside Dr. Improvements - Arnett Blvd. to Main St.	Highway	BikePed	x	x	\$28.7	\$28.7	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped		-1	Dropped		-8
9327	C	LYN	Amherst County	Route 29B at Amherst Highway - Dillard Road and Lakeview Dr	Highway	BikePed	x	x	\$6.7	\$6.7	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-7	Dropped		-28	Dropped		-37
8949	C	LYN	Campbell County	Route 29 Safety Improvements - Southern Section	Highway	None	x	x	\$10.7	\$10.7			Stays Out		Stays Out		Stays Out		-10	Added	DGP	84	Added	DGP	78
9139	D	LYN	Pittsylvania County	US Route 29 at Malmaison Road Roundabout	Highway	None	x	x	\$19.0	\$19.0			Stays Out		Stays Out		Stays Out		-8	Added	DGP	88	Added	DGP	84
9398	D	LYN	Halifax County	Town of Halifax Pedestrian Improvements	BikePed	None	x		\$2.5	\$2.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped		-259	Dropped		-261
9106	D	LYN	Danville MPO	Piedmont Drive Pedestrian Accommodations	BikePed	None		x	\$6.7	\$6.7	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-3	Stays In	HPP	3	Dropped		-10

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	12	0	0	0	2	2
Projects Dropped	-	1	0	0	3	4
Net SS Award (millions)	\$124.8	-\$6.7	\$0.0	\$0.0	-\$8.2	-\$14.8
Unallocated DGP (millions)	\$8.9	\$8.9	\$8.9	\$8.9	\$17.1	\$17.1

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9327 Route 29 Business at Amherst Highway - Dillard Road and Lakeview Drive for \$6.7M

Fund with DGP

App ID 9336 Dillard Road Right Turn Lane for \$3.2M

App ID 9354 Manor House Drive Turn Lanes for a reduced amount of \$2.6M

Action Item #6 (b): Summarize Round 5 Projects that were Funded or Unfunded in the Proposed Staff Recommended Scenario



- Considers Future Congestion, HPP-Eligible Project Types, and Elimination of Step 2 – Land Use modified and weight given to *a mix of Safety & Congestion*
- Small projects reduced by 46% to 57
- Bike & Ped only projects reduced by 75% to 13

The average total cost of funded projects raised from \$15.1M to \$21.8M

The average total request of funded projects raised from \$10.1M to \$13.9M (39 net projects)

Area Type	Highway				Bike/Pedestrian				Bus Transit			
	Add	Drop	Stays In	Stays Out	Add	Drop	Stays In	Stays Out	Add	Drop	Stays In	Stays Out
A	8	6	13	25	0	11	8	6	0	1	0	0
B	9	11	15	46	1	6	1	23	0	1	0	0
C	2	4	10	39	1	8	1	10	0	0	0	0
D	8	8	34	56	0	12	1	8	0	0	1	0

Action Item #7: Ensure an Understanding of the SMART SCALE Factors and Measures

- **Request for Congestion and Safety Information**

- See Chapter 3.0 Evaluation Measures of the Technical Guide available at <https://www.smartscale.org/documents/2022/Round-5-SMART-SCALE-Technical-Guide.pdf>
 - 3.1 Safety Measures (page 34)
 - 3.2 Congestion Mitigation Measures (page 35)
 - 3.3 Accessibility Measures (page 36)
 - 3.4 Environmental Quality Measures (page 37)
 - 3.5 Economic Development Measures (page 38)
 - 3.6 Land Use Coordination Measures (page 39)

- **Request for Historical Accessibility Data**

- Timeline for analysis and revision of the Statewide Accessibility Model is beyond December action

Current Scoring Methodology

Economic Development

The Economic Development measures evaluate how each project supports economic development and improves goods movement.

- **ED.1 (60%): Project consistency with applicant-identified economic development plans and policies**
 - Uses a point-based scoring system to determine project consistency with local plans, which is multiplied by the planned building square footage
- **ED.2 (20%): Increase in access to critical intermodal locations, interregional freight movement, and/or freight-intensive industries**
 - Proximity to intermodal locations combined with freight tonnage moved
 - **Proposed** - Proximity to intermodal locations combined with freight **volume** moved
- **ED.3 (20%): Improvement in travel time reliability attributed to the project**
 - Determines the project's expected impact on improving reliability which retains businesses and increases economic activity

EXECUTIVE SUMMARY

- Current SMART SCALE economic development scoring has substantial room for improvement including:
 - Process does not reflect best-in-class economic impact assessments currently used by VEDP
 - Process uses manual process of data entry by applicants and validation by OIPI rather than a standardized assessment of property inventory from a statewide real estate database

- The current SMART SCALE ED.1 scoring methodology does not incorporate key economic priorities
 - Does not prioritize industries which add to the Gross State Product
 - Does not directly incorporate economic impacts like potential jobs or capital investment
 - Does not incorporate a measure for market-demand of the site

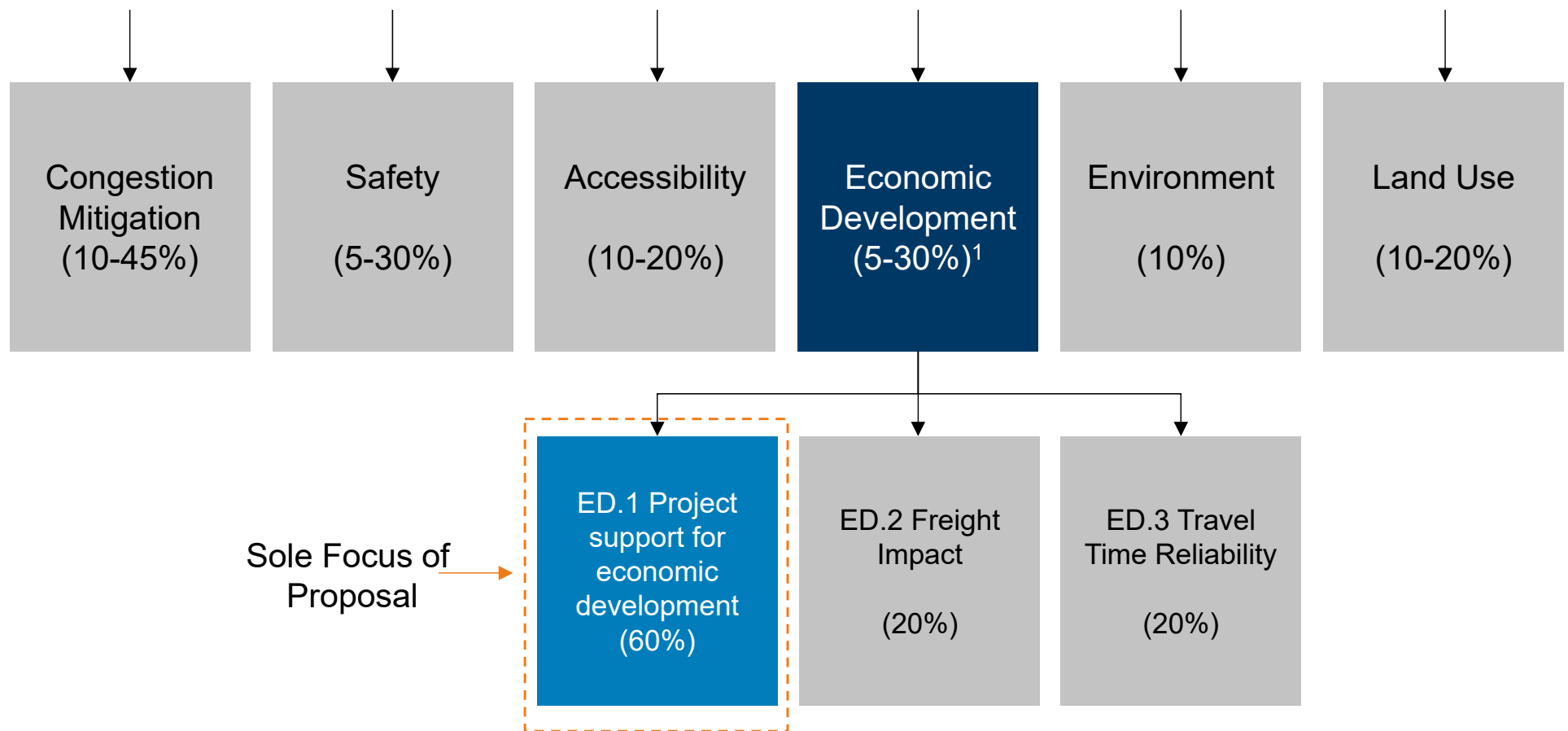
- The proposed SMART SCALE ED.1 scoring methodology incorporates those priorities
 - Focus on sites that will attract growth industries
 - Incorporates estimates of the job creation and capital investments of sites
 - Estimates potential market demand of sites by including site visits

- VEDP tested the proposed methodology on all SMART SCALE projects from Round 5, results differed significantly from those of the current methodology and better reflect ED potential of the sites

ECONOMIC DEVELOPMENT IS ONE CONSIDERATION WITHIN SMART SCALE, ED.1 IS THE FOCUS OF THIS PROPOSAL

SMART SCALE scoring

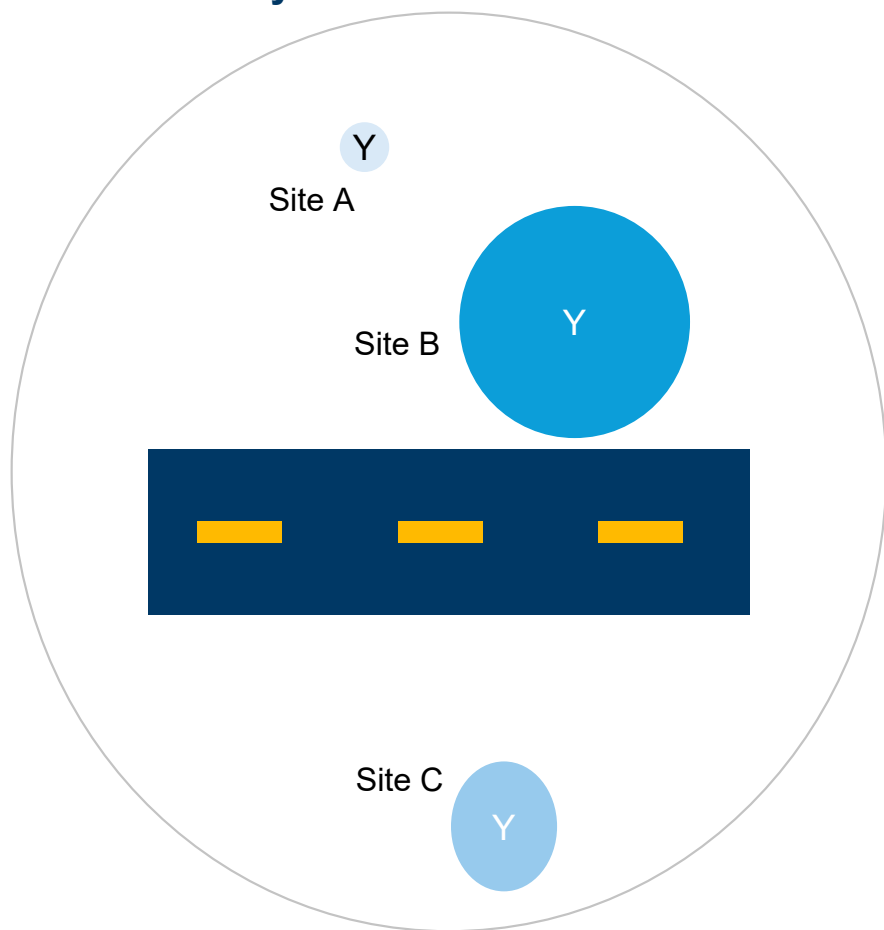
Supports prioritization of transportation projects for state funding over medium-term



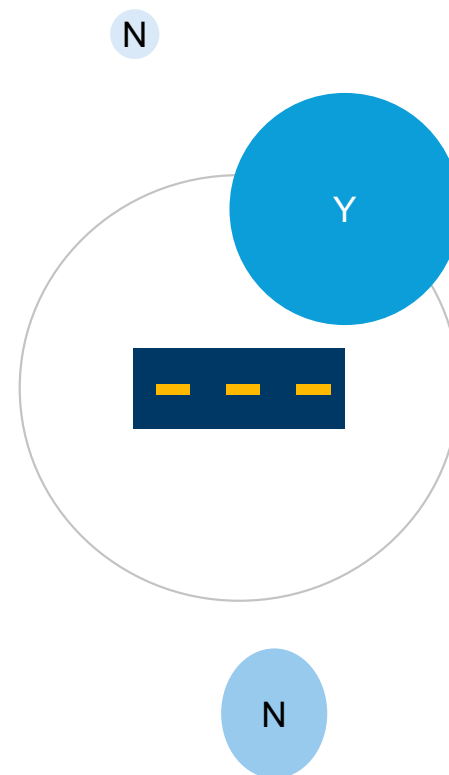
¹Based on area type, economic development is weighted more heavily in rural areas and less in urban areas

CURRENT AND PROPOSAL: ED.1 PULLS IN SITES BASED ON THEIR DISTANCE TO THE TRANSPORTATION PROJECT

High impact projects pull in sites within three miles¹ for analysis



Low impact projects pull in sites within a half mile¹ for analysis



VEDP is not proposing any changes to this methodology

¹As calculated by road miles, unless project would provide a new and more direct method of access

²Mid-impact transportation projects pull in sites within a mile; definitions are listed in Table 10.2 of the Technical Guide

CURRENT: EVALUATION FACTORS ARE NOT ALIGNED WITH KEY ECONOMIC DEVELOPMENT PRIORITIES

Key economic development priority	Current ED.1 Factor	Addressed? - Considerations
Increase Gross State Product	-	No – all nonresidential development is equal. In ED.1, self-storage units have the same impact as an advanced manufacturing plant of the same size
Maximizing economic impact potential	-	No – while larger footprints are associated with larger impacts, ED.1 does not incorporate key economic outcomes such as jobs or capital investment As current ED.1 process is time-intensive, some applicants do not submit necessary material, causing potential impacts to be omitted entirely
Meeting market demand	-	No – ED.1 does not include metrics reflecting market demand
Alignment with strategic priorities for economic growth	<ul style="list-style-type: none"> Regional / local ED strategies 	Somewhat – ED.1 incorporates whether the transportation project is factored into regional or local strategies. Other measures, such as funding, better highlight how heavily the state and communities are prioritizing specific sites
Accounting for site readiness	<ul style="list-style-type: none"> Site planning Tier level 	Yes – however, state of site planning is weighted more heavily than a holistic measure like Tier level
Supporting distressed areas	<ul style="list-style-type: none"> Zip code distress 	Yes – however, current method uses distress of zip code, but support for distressed communities is more effectively targeted at labor market level. ¹ Best handled through measure of state, regional, and local priorities

¹“How State Governments can Target Job Opportunities to Distressed Places”, Timothy Bartik, 2022

PROPOSAL: VEDP RECOMMENDS ALTERNATE FACTORS THAT REFLECT ECONOMIC DEVELOPMENT PRIORITIES



Maximizing economic impact potential – Est. jobs and capital investment factors

- Job creation is the overarching goal of Virginia’s economic development policy
 - Jobs offer opportunities for citizens
 - Income taxes are VA’s main revenue source
- Capital investment is a key revenue source for localities



Meeting market demand – Site visit factor

- The more visits a site receives, the more firms demonstrate interest in its physical and location attributes



Alignment with strategic priorities for economic growth– Site funding factor

- State and regional funding measure belief in a site’s ability to generate jobs and investment
- Funders prioritize investments in particular sites as they fill unique strategic needs
- The matching funding commitments and application processes confirm communities’ intention to realize the site’s potential



Accounting for site readiness – Site readiness factor

- Tier level reflects a site’s ability to accommodate a project in the near-term, and the additional steps needed to prepare it
- More is known about a higher tier site and development of the site has fewer associated risks

PROPOSAL: USE STATEWIDE DATABASE OF ECONOMIC DEVELOPMENT PROPERTIES VERSUS MANUAL APPLICANT ENTRY

Current process relies on manual entry and vetting by staff

- Applicants enter property square feet data, which is reviewed by OIPI staff

An automated process using VirginiaScan, the statewide real estate database, offers multiple advantages

- **Ensures data relevance:** Narrows search to properties pursuing core sector industries
- **Simplifies data collection:** These sites' data can be pulled automatically, eliminating the most time-intensive component of SMART SCALE for applicants and VDOT staff
- **Ensures data validation:** VirginiaScan site data is submitted by localities and regions, then verified by VEDP SMEs; this reduces the risk of incorrect submissions

VEDP Screenshot of VirginiaScan Database*

Filters Compare (0)

Standard Units Map filters list

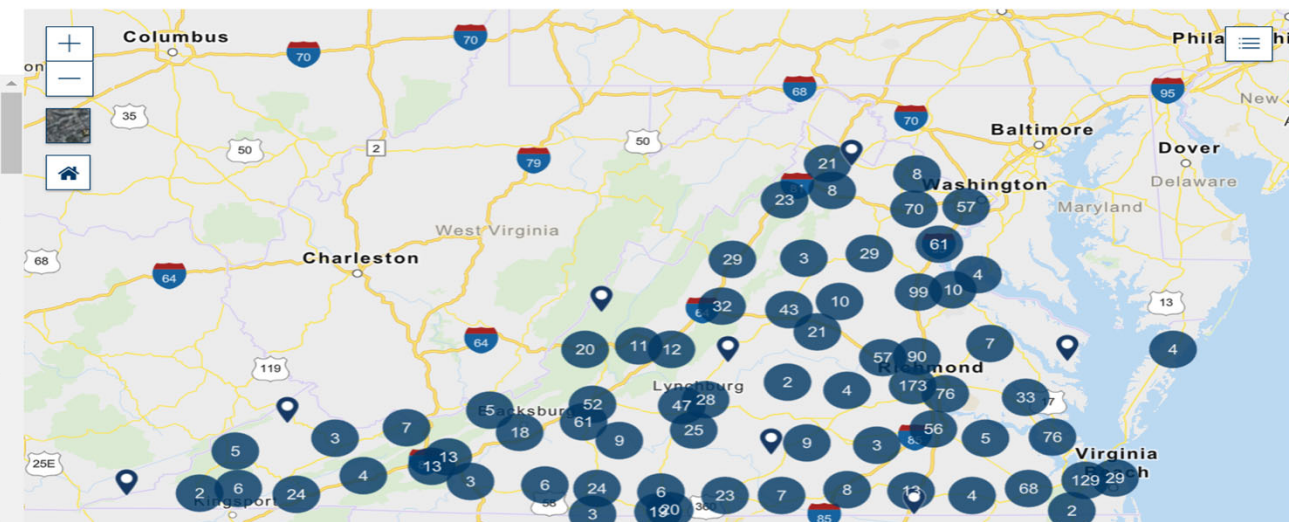
Sort by Size ↓

Innovation Center South
3626 King Johns Way, Herndon
2,100,000 ft² TOTAL 2,100,000 ft² CONTIGUOUS CLASS A i 📍 ★

New Kent Logistics Center - Building C
Emmaus Church Road & I-64, Providence Forge
1,218,600 ft² TOTAL 1,218,600 ft² CONTIGUOUS i 📍 ★

One Logistics Park Building 2
0 Airport Road, Winchester
1,024,000 ft² TOTAL 1,024,000 ft² CONTIGUOUS i 📍 ★

Viewing 1860 of 1870 properties Reset filters



* Link to [VirginiaScan](#)

PROPOSAL: PROCESS STRUCTURE SIMPLIFIES AND EXPEDITES SMART SCALE SCORING

Score calculation step (weight)	Process
Determine which sites are eligible	<ul style="list-style-type: none"> ▪ Determine buffer based on Transportation project Tier ▪ Pull in VirginiaScan sites based on coordinates and buffer
Calculate estimated jobs and capital investment factors (Jobs: 40%, Capital Investment 25%)	<ul style="list-style-type: none"> ▪ Input site characteristics (coordinates, acreage) into historical projects model ▪ Normalize estimated job creation and capital investment relative to all projects in the funding round ▪ Apply weights of job creation and capital investment factors
Calculate site funding factor (15%)	<ul style="list-style-type: none"> ▪ Determine whether site has received funding from GO Virginia, Tobacco Commission, or Virginia Business Ready Sites Program (VBRSP) ▪ Sites which have received funding receive the full weight of the funding factor
Calculate site visit factor (10%)	<ul style="list-style-type: none"> ▪ Determine number of company and/or site selector site visits occurred on eligible sites for each project in the last three years ▪ Normalize site visits relative to all projects in the funding round ▪ Apply weight of site visit factor
Calculate site readiness factor (10%)	<ul style="list-style-type: none"> ▪ Determine the eligible site with the highest VBRSP Tier <ul style="list-style-type: none"> ▪ Sites that are VBRSP Tier 4 or 5 receive maximum pts. ▪ Sites that are VBRSP Tier 3 receive 3/5 of maximum pts. ▪ Sites that are VBRSP Tier 2 receive 2/5 of maximum pts. ▪ Sites that are VBRSP Tier 1 receive 1/5 of maximum pts. ▪ Other sites receive 0 pts.
Sum the scores to receive ED.1 Measure Value (100%)	<ul style="list-style-type: none"> ▪ Add the scores from preceding steps

RESULTS COMPARISON: ILLUSTRATIVE EXAMPLES OF CHANGES TO PROJECT SCORES WHEN USING PROPOSED METHODOLOGY

Projects Increasing in Score

▪ **Example 1 - Hampton Roads project**

- Current methodology identified three properties with 50,000 SF (retail)
- Proposed methodology identified three industrial sites with 500,000 SF
 - One of the three is a strategic site with multiple site visits

▪ **Example 2 - South-Central Virginia project**

- Current methodology did not identify any properties, project received a ED.1 score of zero
- Proposed methodology identified a project-ready mega site with 3-million SF of development potential, rail access and that has received significant funding

Projects Decreasing in Score

▪ **Example 3 - Central Virginia project**

- Current methodology identified 13 properties with 2-million SF (commercial)
- Proposed methodology did not identify any properties
 - Applicant can add potential sites to VirginiaScan

▪ **Example 4 - Western Virginia**

- Current methodology identified 21 properties with over 5-million SF
- Proposed methodology using statewide site database identified 10 properties suitable for base industries with 2-million SF
 - Proposed methodology identified smaller developable SF on multiple submitted sites

RESULTS COMPARISON: VEDP HAS RUN THE PROPOSED METHODOLOGY ON ALL ROUND 5 PROJECTS

Top reasons for an increased score:

- New sites were identified using VirginiaScan, a statewide real estate database for economic development
 - Rural areas often have stronger site opportunities within project buffers given land availability
- Impacted sites better reflect the Commonwealth's development priorities (est. jobs, capital investment, meeting market demand, etc.)

Top reasons for a decreased score:

- Validation of data using VirginiaScan reduced developable square feet for some sites
- Property not listed in statewide real estate inventory, likely did not have the potential to accommodate high-impact industries

In October, the recommended methodology will be provided to demonstrate impact on the Round 5 scenario analysis

- The goal is not to advance economic development over other priorities but to refine how SMART SCALE targets economic development
 - No changes are proposed to weighting relative to other factors or calculation of other factors
- Fewer projects are anticipated to receive an ED.1 score

Schedule and Next Steps

- Continue to hold CTB one-on-one meetings as requested

Month	Topics
October	Present Final Recommendations
October	Public Virtual Town Hall
December	Board Action on Revised SMART SCALE Policy

Comments or Questions about the SMART SCALE Review

- **Email:**
SmartPortal@CTB.Virginia.gov
- **Contact Form:**
http://smartscale.org/contact_us/default.asp

The screenshot shows the SMART SCALE contact form on the Virginia Department of Transportation website. The page header includes the SMART SCALE logo, the Office of Intermodal Planning and Investment, and the DRPT and VDOT logos. The main content area contains the following text:

How to share your questions and comments about SMART SCALE with us.

Knowing what's on your mind can help us improve the SMART SCALE application process and website. While we are unable to respond directly to all comments, please know that we appreciate your feedback!

Email SmartPortal@CTB.Virginia.gov or fill out the form below.

SMART SCALE Team Members

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Provide Your Feedback

Name*

Email Address*


Regions I'm Interested In (check all that apply):

- Bristol
- Culpeper
- Fredericksburg
- Hampton Roads
- Lynchburg
- Northern Virginia
- Richmond
- Salem
- Statewide
- Staunton

Categories I'm Interested In (check all that apply):

- Application
- Funding
- Measures
- Process
- Six-Year Improvement Program

Comments

I'm not a robot 

Submit



COMMONWEALTH *of* VIRGINIA
Office of the
SECRETARY *of* TRANSPORTATION

Thank you



VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION



**SMART SCALE Process Review
Bristol Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9173	D	BRIST	Bristol MPO	Commonwealth Ave & Euclid Ave Intersection Improvements	Highway	BikePed		x	\$4.3	\$4.3	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	1	Stays In	HPP	4	Dropped		3
9160	D	BRIST	Kingsport Metropolitan TPO	US 23 Access Management and Turn Lane Improvements	Highway	None		x	\$9.2	\$9.2	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-3	Stays In	HPP	49	Dropped		44
8987	D	BRIST	LENOWISCO PDC	Gilley Ave Turn Lanes and Access Management Improvements	Highway	None		x	\$4.5	\$4.5	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-8	Dropped		-130	Dropped		-139
9121	D	BRIST	Cumberland Plateau PDC	US 58 Alt Turn Lane Improvements at Sundown Drive	Highway	None		x	\$3.6	\$3.6	X	HPP	Dropped		Dropped		Stays In	HPP	-8	Dropped		-221	Dropped		-222
9163	D	BRIST	Mount Rogers PDC	Route 19 Corridor and Intersection Improvements	Highway	None		x	\$11.1	\$11.1	X	HPP	Dropped		Dropped		Stays In	HPP	-7	Stays In	HPP	93	Dropped		84
9247	D	BRIST	Bluefield Town	College Avenue and Route 720 Intersection Improvements	Highway	BikePed	x		\$9.2	\$9.2	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-120	Dropped		-123
9223	D	BRIST	Wise County	Coeburn Mountain Rd Turn Lane Improvements	Highway	None	x		\$12.6	\$12.6			Stays Out		Stays Out		Stays Out		-9	Added	DGP	64	Added	DGP	62
9234	D	BRIST	Tazewell Town	Tazewell BUS 19 Two-Way Left-Turn Lane	Highway	BikePed	x	x	\$13.8	\$13.8			Stays Out		Stays Out		Stays Out		-9	Added	DGP	37	Added	DGP	32

	Official Round 5 Staff Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	14	0	0	0	2	2
Projects Dropped	-	5	2	0	3	6
Net SS Award (millions)	\$132.2	-\$32.8	-\$14.8	\$0.0	\$9.1	-\$15.5
Unallocated DGP (millions)	\$19.8	\$19.8	\$19.8	\$19.8	\$2.5	\$2.5

Note - CTB Member Consensus Modifications
Fund 1 additional project with DGP and HPP (50/50)
App ID 9233 Cook Street Extension for \$33.7M

**SMART SCALE Process Review
Culpeper Scenario Analysis**

Application Information										Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended			
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9180	B	CULP	Charlottesville-Albemarle MPO	District Avenue Roundabout (at Hydraulic Road)	Highway	BikePed		x	\$20.1	\$20.1			Stays Out		Added	HPP	Stays Out		-6	Stays Out		23	Stays Out		14
9178	B	CULP	Charlottesville-Albemarle MPO	Avon Street Multimodal Improvements	Highway	BikePed		x	\$15.8	\$15.8	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-4	Dropped		-230	Dropped		-234
9331	B	CULP	Thomas Jefferson PDC	US250/Peter Jeff. Pkwy Intersection Imprvmnts & Access Mngmnt	Highway	Transit		x	\$20.5	\$20.5	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-14	Stays In	HPP	32	Dropped		8
9144	B	CULP	Albemarle County	Belvedere Boulevard and Rio Road Intersection Improvements	Highway	BikePed	x	x	\$4.9	\$4.9	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		18	Dropped		6
9271	D	CULP	Fauquier County	Dumfries Rd (Rt 605) & Greenwich Rd (Rt 603) - Roundabout	Highway	None	x		\$9.2	\$9.2			Stays Out		Stays Out		Stays Out		-8	Added	DGP	88	Added	DGP	77
9148	D	CULP	Culpeper County	Rt. 229, Rt.694 Double Lane Roundabout	Highway	BikePed	x		\$15.6	\$15.6			Stays Out		Stays Out		Stays Out		-11	Added	DGP	82	Added	DGP	72
9284	D	CULP	Culpeper Town	Old Brandy Road Sidewalk Extension	BikePed	Highway	x		\$8.3	\$8.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-2	Dropped		-152	Dropped		-151
9289	D	CULP	Culpeper Town	Orange Road Sidewalk Extension	BikePed	None	x		\$8.6	\$8.6	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-3	Dropped		-223	Dropped		-219
9141	B	CULP	Charlottesville-Albemarle MPO	Rivanna River Bicycle and Pedestrian Bridge Crossing	BikePed	Highway		x	\$42.1	\$42.1			Stays In		Stays In		Stays In		-7	Dropped		54	Dropped		47

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	13	0	1	0	2	3
Projects Dropped	-	2	0	0	4	5
Net SS Award (millions)	\$152.2	-\$36.4	\$20.1	\$0.0	-\$12.8	-\$75.4
Unallocated DGP (millions)	\$5.8	\$5.8	\$5.8	\$5.8	\$2.7	\$2.7

Note - CTB Member Consensus Modifications

Unfund from HPP

App ID 9331 US250/Peter Jefferson Pkwy Intersection Improvements and Access Management for \$20.5 M

Fund with HPP

App ID 9180 District Avenue Roundabout at Hydraulic Road for \$20.1M

**SMART SCALE Process Review
Fredricksburg Scenario Analysis**

Application Information										Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended			
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9028	B	FRED	Fredericksburg Area MPO	US1 Multimodal/Rdwy Imp at Guinea Station/Massaponax Church	Highway	BikePed		x	\$21.9	\$21.9			Stays Out		Stays Out		Added	HPP	262	Stays Out		34	Stays Out		319
9350	D	FRED	Middle Peninsula PDC	Rt 17-Woods CrossRd-Davenport Rd Roadway Improvements (RCUT)	Highway	None		x	\$4.0	\$4.0	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	0	Stays In	HPP	6	Dropped		6
9030	B	FRED	George Washington RC	US 1-Layhill Road Roadway and Ped Improvements	Highway	BikePed & Transit		x	\$14.3	\$7.0	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-9	Stays In	HPP	39	Dropped		32
9032	B	FRED	George Washington RC	Dixon St(US 17 Bus) near Dixon Park Roadway & Multimodal Imp	Highway	BikePed & Transit		x	\$6.4	\$6.4	X	HPP	Stays In	HPP	Dropped		Stays In	HPP	-22	Dropped		-52	Dropped		-94
9029	B	FRED	George Washington RC	American Legion Rd/Eskimo Hill Rd Turn Lanes to Rte 1	Highway	None		x	\$4.1	\$4.1	X	HPP	Dropped		Dropped		Dropped		-10	Stays In	HPP	81	Dropped		73
9446	D	FRED	Gloucester County	Rte 17 RCUTs Fox First St & The Shoppes	Highway	None	x	x	\$5.2	\$5.2			Stays Out		Stays Out		Stays Out		-6	Added	DGP	90	Added	DGP	79
9211	D	FRED	King George County	US 301-Port Conway-Salem Church Roadway Improvements (RCUT)	Highway	None	x	x	\$3.4	\$3.4			Stays Out		Stays Out		Stays Out		-7	Added	DGP	96	Added	DGP	86
9433	B	FRED	Fredericksburg City	Dixon Park Connector - Multimodal Improvements	BikePed	Highway	x	x	\$9.3	\$9.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-321	Dropped		-320
9141	B	FRED	Fredericksburg Area MPO	VCR Regional Project - Multimodal Improvements	BikePed	None		x	\$16.9	\$16.6	X	HPP	Stays In		Stays In	HPP	Stays In	HPP	-8	Dropped		-55	Dropped		-67
9026	B	FRED	Fredericksburg Area MPO	US 1 Bike & Ped Facilities from Harrison Rd to Kings Mill Dr	BikePed	None		x	\$14.2	\$14.2	X	HPP	Dropped		Dropped		Dropped		3	Stays In	HPP	50	Dropped		44

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	24	0	0	1	2	2
Projects Dropped	-	4	3	2	3	7
Net SS Award (millions)	\$191.8	-\$29.3	-\$24.7	-\$18.3	-\$23.9	-\$53.1
Unallocated DGP (millions)	\$2.4	\$2.4	\$2.4	\$2.4	\$3.3	\$3.3

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9476 Express Commuter Transit Service to Dahlgren for \$4.1M

App ID 8981 Route 610 Widening Route 648 to Route 751 and Multimodal Improvements for \$39.9M

Fund with DGP

App ID 9446 Route 17 R-Cuts at Fox First Street and The Shoppes for \$5.1M

App ID 9211 US 301 Port Conway-Salem Church Roadway Improvements (RCUT) for \$3.4M

App ID 9052 Leeland Rd (Route 626) Widening with Multimodal Improvements (Route 694 to 1950) for \$9.1M

App ID 9384 Route 33 Westbound Median Acceleration Lane and Eastbound Right Turn Lane at Route 14 Buena Vista Road submitted for \$4.4M

App ID 9478 Route 360 Threeway Road Roadway Improvements and Trench Widening submitted for \$4.0M

App ID 9486 Route Sharps Road Roadway Improvements with Trench Widening for \$3.8M

Fund with DGP and HPP (50/50)

App ID 9348 Route 17/Route 33.Route 198 (Glenns Road) Roadway Improvements for \$5.2M

**SMART SCALE Process Review
Hampton Roads Scenario Analysis**

Application Information										Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended			
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9432	A	HR	York County	Route 17/Rich Road Access Management	Highway	None	x		\$0.6	\$0.6	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Dropped		-381	Dropped		-382
8992	A	HR	Newport News City	J. Clyde Morris Blvd Widening	Highway	BikePed	x	x	\$5.1	\$5.1	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-2	Dropped		-234	Dropped		-220
8988	A	HR	Newport News City	Oyster Point Rd Widening II	Highway	BikePed & Transit	x	x	\$11.3	\$11.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		-117	Dropped		-119
9319	A	HR	Norfolk City	Virginia Beach Boulevard - George Street to Winburne Lane	Highway	BikePed	x	x	\$9.3	\$9.3	X	DGP	Stays In	DGP	Stays In	DGP	Dropped		-11	Dropped		-78	Dropped		-93
9448	A	HR	Isle of Wight County	US Rt 17 Right Turn Lane Ext @ State Rt 669 (Smiths Neck)	Highway	BikePed	x	x	\$13.8	\$13.8			Stays Out		Stays Out		Added	DGP	141	Added	DGP	66	Added	DGP	191
9281	A	HR	Chesapeake City	17/460 Intersection Improvement Project	Highway	None	x	x	\$17.7	\$17.7			Stays Out		Stays Out		Stays Out		13	Added	DGP	97	Added	DGP	102
8990	A	HR	Newport News City	Warwick Blvd SB Widening	Highway	BikePed & Transit	x	x	\$14.5	\$14.5			Stays Out		Stays Out		Stays Out		-2	Added	DGP	104	Added	DGP	98
9250	A	HR	Suffolk City	Bridge Rd. (Rte 17) and College Dr. (Rte 135) Left Turn Lane	Highway	None	x		\$13.6	\$13.6			Stays Out		Stays Out		Stays Out		20	Added	DGP	110	Added	HPP	131
9141	A	HR	James City County	Pocahontas Trail (Rt 60) Multimodal Improvements UPC 102980	Highway	BikePed & Transit	x	x	\$57.8	\$14.0			Stays In		Stays In		Stays In		-10	Dropped		104	Dropped		98
8952	A	HR	Suffolk Transit	Windsor to Suffolk Commuter Bus Service	Bus Transit	None		x	\$0.4	\$0.4	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	0	Stays In	HPP	-1	Dropped		-3
9191	D	HR	Accomack-Norhampton PDC	Onley to Parksley: Eastern Shore of Virginia Rail Trail	BikePed	Transit		x	\$10.7	\$10.7			Stays Out		Stays Out		Stays Out		-9	Added	HPP	43	Stays Out		33
9122	D	HR	Accomack-Norhampton PDC	Northampton Segment: Eastern Shore of Virginia Rail Trail	BikePed	Highway		x	\$18.3	\$18.3			Stays Out		Stays Out		Stays Out		-4	Added	HPP	67	Stays Out		60
9259	A	HR	Norfolk City	Dovercourt Road Pedestrian Improvements	BikePed	None	x	x	\$0.9	\$0.9	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Stays In	DGP	-193	Dropped		-210
9156	A	HR	Hampton City	Tide Mill Pedestrian Improvements	BikePed	Highway	x	x	\$5.3	\$5.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		-256	Dropped		-268
9318	A	HR	Norfolk City	Chesapeake Blvd Ped Improvements	BikePed	None	x		\$4.5	\$4.0	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		-226	Dropped		-240
9320	A	HR	Norfolk City	Chesapeake Blvd Ped Improvements - Little Creek to Sheppard	BikePed	Highway	x	x	\$9.5	\$8.2	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-7	Stays In	DGP	-141	Dropped		-156
9317	A	HR	Norfolk City	Little Creek Road Pedestrian Improvements	BikePed	None	x		\$7.4	\$7.4	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped		-173	Dropped		-189
9321	A	HR	Norfolk City	Chesapeake Blvd Ped Improvements - Sheppard to Fishermans	BikePed	Highway	x	x	\$7.2	\$6.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-137	Dropped		-150
9120	D	HR	Accomack-Norhampton PDC	Melfa to Onley Segment: Eastern Shore of Virginia Rail Trail	BikePed	Highway & Transit		x	\$8.1	\$8.1	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-7	Stays In	HPP	58	Dropped		49

**SMART SCALE Process Review
Hampton Roads Scenario Analysis**

Application Information										Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended			
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9155	A	HR	Hampton City	Fort Monroe Bicycle/Pedestrian Improvements - Stilwell Drive	BikePed	Highway	x		\$17.9	\$12.9	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-10	Dropped		-208	Dropped		-209

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	28	0	0	1	6	6
Projects Dropped	-	2	0	1	9	13
Net SS Award (millions)	\$186.5	-\$8.5	\$0.0	\$4.6	\$26.5	-\$34.2
Unallocated DGP (millions)	\$7.4	\$7.4	\$7.4	\$2.8	\$9.9	\$5.1

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9261 Ocean View Ave Bicycle Improvements (1st View Street to Capeview Street) for \$3.3M

**SMART SCALE Process Review
Lynchburg Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9193	D	LYN	Danville City	Riverside Dr. Improvements - Arnett Blvd. to Main St.	Highway	BikePed	x	x	\$28.7	\$28.7	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped		-1	Dropped		-8
9327	C	LYN	Amherst County	Route 29B at Amherst Highway - Dillard Road and Lakeview Dr	Highway	BikePed	x	x	\$6.7	\$6.7	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-7	Dropped		-28	Dropped		-37
8949	C	LYN	Campbell County	Route 29 Safety Improvements - Southern Section	Highway	None	x	x	\$10.7	\$10.7			Stays Out		Stays Out		Stays Out		-10	Added	DGP	84	Added	DGP	78
9139	D	LYN	Pittsylvania County	US Route 29 at Malmaison Road Roundabout	Highway	None	x	x	\$19.0	\$19.0			Stays Out		Stays Out		Stays Out		-8	Added	DGP	88	Added	DGP	84
9398	D	LYN	Halifax County	Town of Halifax Pedestrian Improvements	BikePed	None	x		\$2.5	\$2.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped		-259	Dropped		-261
9106	D	LYN	Danville MPO	Piedmont Drive Pedestrian Accommodations	BikePed	None		x	\$6.7	\$6.7	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-3	Stays In	HPP	3	Dropped		-10

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	12	0	0	0	2	2
Projects Dropped	-	1	0	0	3	4
Net SS Award (millions)	\$124.8	-\$6.7	\$0.0	\$0.0	-\$8.2	-\$14.8
Unallocated DGP (millions)	\$8.9	\$8.9	\$8.9	\$8.9	\$17.1	\$17.1

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9327 Route 29 Business at Amherst Highway - Dillard Road and Lakeview Drive for \$6.7M

Fund with DGP

App ID 9336 Dillard Road Right Turn Lane for \$3.2M

App ID 9354 Manor House Drive Turn Lanes for a reduced amount of \$2.6M

**SMART SCALE Process Review
Northern Virginia Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9047	A	NOVA	Fairfax County	Route 7 Widening (I-495 to I-66)	Highway	BikePed	x	x	\$244.5	\$209.0			Added	HPP	Stays Out		Stays Out		3	Stays Out		20	Stays Out		61
9177	A	NOVA	Arlington County	Arlington Blvd / Manchester St Left Turn Lane Extensions	Highway	None	x	x	\$3.9	\$3.9	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Dropped		-139	Dropped		-150
9080	A	NOVA	Fairfax City	South Street Extension	Highway	BikePed & Transit	x	x	\$23.8	\$23.8	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-128	Dropped		-136
9341	A	NOVA	Prince William County	Route 294 (Prince William Parkway) Corridor Improvements	Highway	BikePed	x	x	\$22.6	\$22.6			Stays Out		Added	HPP	Stays Out		-5	Stays Out		-23	Added	HPP	-22
9083	A	NOVA	Fairfax County	Route 7 Widening (Route 123 to I-495)	Highway	BikePed	x	x	\$78.5	\$38.5			Stays Out		Added	HPP	Stays Out		-10	Added	DGP	21	Added	DGP	5
9328	A	NOVA	Prince William County	US 29 (Lee Highway) Corridor Improvements	Highway	BikePed	x	x	\$35.2	\$35.2			Stays Out		Stays Out		Stays Out		60	Stays Out		53	Added	HPP	130
8985	A	NOVA	Loudoun County	Cascades Pkwy Bike & Ped (Church Rd. to Victoria Station Dr)	BikePed	None	x	x	\$10.0	\$9.0			Stays Out		Added	HPP	Stays Out		-12	Added	DGP	-16	Stays Out		-30
8986	A	NOVA	Loudoun County	Cascades Pkwy Bike&Ped (Nokes Boulevard to Woodshire Drive)	BikePed	None	x	x	\$21.9	\$20.9			Stays Out		Added	HPP	Stays Out		-8	Stays Out		-18	Stays Out		-32
9141	A	NOVA	Loudoun County	Lovettsville - Berlin Turnpike at E Broad Way Intx	BikePed	Highway	x		\$2.6	\$2.6	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Dropped		-276	Dropped		-288
9314	A	NOVA	Loudoun County	Lovettsville - S. Loudoun & S. Locust St Ped Improvements	BikePed	Highway	x	x	\$8.5	\$6.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		-299	Dropped		-300
9149	A	NOVA	Fairfax City	George Snyder Trail Eastern Extension	BikePed	Highway & Transit	x	x	\$9.5	\$9.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-12	Dropped		-61	Dropped		-84
8974	A	NOVA	Loudoun County	Franklin Park to Town of Purcellville Trail	BikePed	None	x	x	\$9.2	\$6.8	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-1	Dropped		-109	Dropped		-107

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	12	1	4	0	2	3
Projects Dropped	-	0	0	0	6	6
Net SS Award (millions)	\$115.8	\$209.0	\$91.0	\$0.0	-\$5.5	\$43.3
Unallocated DGP (millions)	\$9.0	\$9.0	\$9.0	\$9.0	\$14.5	\$23.5

Note - CTB Member Consensus Modifications

Fund with HPP

App ID 9083 Route 7 Widening (Route 123 to I-495) for \$38.5M

**SMART SCALE Process Review
Richmond Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9162	B	RICH	Richmond Regional TPO	Route 360 at Brad McNeer - Continuous Green-T	Highway	BikePed		x	\$12.4	\$12.4			Stays Out		Added	HPP	Added	HPP	5	Added	HPP	34	Stays Out		34
9240	B	RICH	Richmond Regional TPO	W Broad Street Intersection Improvements at Parham Road	Highway	BikePed & Transit		x	\$13.8	\$11.2			Stays Out		Added	HPP	Stays Out		-4	Added	HPP	27	Stays Out		19
9416	B	RICH	PlanRVA Richmond Regional PDC	Route 360/I-64 Interchange Reconfiguration	Highway	BikePed		x	\$15.5	\$15.5			Stays Out		Added	HPP	Stays Out		-5	Added	HPP	34	Stays Out		26
9360	D	RICH	Mecklenburg County	US 58 at Cherry Hill Church Rd Directional Median	Highway	None	x	x	\$6.7	\$6.7			Stays Out		Stays Out		Stays Out		-8	Added	DGP	85	Stays Out		77
9458	B	RICH	Henrico County	S. Laburnum Ave - Gay Ave Thru Cut	Highway	BikePed	x	x	\$5.2	\$5.2	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	9	Dropped		-6
9394	B	RICH	Ashland Town	Green Chimney	Highway	BikePed	x		\$11.8	\$11.8	X	DGP	Stays In	DGP	Stays In	DGP	Dropped		-7	Dropped		-215	Dropped		-227
9313	B	RICH	Ashland Town	Hill Carter Parkway Extension	Highway	BikePed	x		\$22.5	\$22.5	X	DGP	Stays In	DGP	Stays In	DGP	Dropped		-1	Dropped		26	Dropped		26
9042	B	RICH	Henrico County	Springfield Road Improvements	Highway	BikePed	x	x	\$15.9	\$15.0			Stays Out		Added	HPP	Added	DGP	112	Added	DGP	67	Added	DGP	126
9141	B	RICH	Henrico County	E. Parham Road Improvements - I-95 to Cleveland St	Highway	BikePed	x	x	\$14.5	\$14.5			Stays In		Stays In	HPP	Stays In		-6	Dropped		30	Dropped	HPP	20
9413	B	RICH	Chesterfield County	RT 360 at Spring Run Rd/Temie Lee Pkwy - RCUT	Highway	BikePed	x	x	\$26.6	\$26.6			Stays Out		Stays Out		Added	DGP	43	Added	DGP	62	Added	DGP	97
8929	B	RICH	Richmond City	B US360 Hull Street Phase II	Highway	BikePed & Transit	x	x	\$21.1	\$13.8			Stays Out		Stays Out		Stays Out		-7	Stays Out		38	Added	HPP	29
8927	B	RICH	Richmond Regional TPO	SB 288 HSR Lane - West Creek Parkway to Route 711	Highway	None		x	\$57.9	\$53.5			Stays Out		Stays Out		Stays Out		-58	Added	HPP	83	Added	HPP	17
9287	B	RICH	Chesterfield County	Huguenot Rd at Robious & Cranbeck Capacity & Safety Improvmt	Highway	BikePed	x	x	\$21.2	\$21.2			Stays Out		Stays Out		Stays Out		-7	Stays Out		52	Added	HPP	43
9014	B	RICH	Chesterfield County	Route 360 (Woodlake - Otterdale) Widening	Highway	BikePed	x	x	\$39.7	\$19.7			Stays Out		Stays Out		Stays Out		-4	Stays Out		53	Added	HPP	42
9135	B	RICH	Goochland County	I-64 at Ashland Rd. (Rte. 623) Interchange	Highway	None	x	x	\$75.9	\$42.2			Stays Out		Stays Out		Stays Out		137	Stays Out		51	Added	DGP	217
9270	B	RICH	Richmond Regional TPO	I-95/Route 10 Interchange Improvement, Phase II	Highway	None		x	\$48.8	\$31.7			Stays Out		Stays Out		Stays Out		191	Stays Out		34	Added	HPP	233
9009	B	RICH	Richmond Regional TPO	A Broad Street Streetscape w/ Pulse BRT Expansion Phase III	Bus Transit	None		x	\$23.9	\$15.1	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-25	Stays In	HPP	12	Dropped		-11
9422	B	RICH	PlanRVA Richmond Regional PDC	Parham Rd Ped Improvements Holly Hill Rd to Three Chopt Rd	BikePed	Highway		x	\$12.3	\$12.3			Stays Out		Added	HPP	Stays Out		-3	Stays Out		21	Stays Out		11
9108	B	RICH	GRTC	Route 60 (Ruthers Rd - Providence Rd) Pedestrian Improvemnts	BikePed	Transit		x	\$11.0	\$11.0			Stays Out		Added	HPP	Stays Out		-6	Stays Out		35	Stays Out		26

**SMART SCALE Process Review
Richmond Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9166	C	RICH	Crater PDC	ART - Old Towne Petersburg (Grove Ave to River Rd)	BikePed	None		x	\$1.7	\$1.7	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-1	Dropped		-306	Dropped		-311
9125	C	RICH	Tri-Cities Area MPO	FLT/ART Trailhead/Parking Lot	BikePed	None		x	\$4.0	\$3.4	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	0	Stays In	HPP	-40	Dropped		-55
8928	B	RICH	Richmond City	A Gillies Creek Greenway	BikePed	Transit	x	x	\$5.3	\$5.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	1	Dropped		-75	Dropped		-86
9126	C	RICH	Tri-Cities Area MPO	ART - Rt 1 to Colonial Heights and I-95	BikePed	None		x	\$3.9	\$3.9	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-4	Dropped		-97	Dropped		-110
9435	C	RICH	Colonial Heights City	Appomattox River Greenway Trail Phase 6	BikePed	None	x	x	\$3.8	\$3.8	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-191	Dropped		-199
9001	B	RICH	GRTC	C Fall Line Trail with Transit Improvements Manchester Br.	BikePed	Highway & Transit		x	\$28.2	\$26.7	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-2	Stays In	HPP	10	Dropped		4
9462	C	RICH	Hopewell City	W Randolph Road Shared Use Path	BikePed	None	x	x	\$6.4	\$6.4	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-92	Dropped		-106

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	20	0	7	3	7	9
Projects Dropped	-	5	0	2	7	11
Net SS Award (millions)	\$237.5	-\$50.8	\$62.9	\$19.8	\$85.6	\$103.6
Unallocated DGP (millions)	\$14.6	\$14.6	\$14.6	\$7.2	\$16.1	\$4.5

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9154 Route 360/Deer Run Drive/Harbour View Court – R-Cut for \$22.2M

Unfund from HPP

App ID 9325 Route 288 Northbound Hard Shoulder Running for \$23.6M

Fund with DGP and HPP

App ID 9135 I-64 at Ashland Road (Route 623) Interchange for \$42.2M (\$23.6M HPP and \$18.6M DGP)

Fund with DGP

App ID 9162 Route 360 at Brad McNeer Continuous Green-T for \$12.4M

Fund to reduced amount with DGP

App ID 9462 W Randolph Road Shared Use Path for \$4.3M

**SMART SCALE Process Review
Salem Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9116	C	SALEM	Central Virginia PDC	US 460 & Timber Ridge Rd (SR 803) Intersection Improvements	Highway	None		x	\$10.5	\$10.5			Stays Out		Added	HPP	Stays Out		-7	Added	HPP	65	Stays Out		56
9457	C	SALEM	New River Valley MPO	Route 460 Bus. & Route 114 Safety Improvements	Highway	BikePed		x	\$15.1	\$15.1	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-9	Stays In	HPP	52	Dropped		43
8967	B	SALEM	Roanoke Valley TPO	Rte 419/Electric Rd Safety Impr., Stoneybrook-Grandin Rd Ext	Highway	BikePed		x	\$6.6	\$6.6	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-4	Dropped		-49	Dropped		-60
9353	C	SALEM	Pulaski County	Route 11/Kroger Turn Lane Improvements - Pulaski County	Highway	BikePed	x	x	\$4.1	\$4.1	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-7	Dropped		-17	Dropped		-30
8940	B	SALEM	Roanoke City	STARS 460/Orange Ave - 11th to 24th Improvements	Highway	BikePed	x	x	\$28.3	\$23.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped		15	Dropped		10
8968	B	SALEM	Roanoke Valley TPO	Williamson Road Sidewalk, Plymouth Dr. to Clubhouse Dr.	BikePed	None		x	\$6.7	\$6.7			Stays Out		Added	HPP	Stays Out		-6	Stays Out		-62	Stays Out		-75
9238	C	SALEM	Christiansburg Town	N Franklin - Elm to Depot, Lighting Improvements	BikePed	Highway	x		\$2.3	\$2.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-338	Dropped		-340
8965	B	SALEM	Roanoke Valley TPO	Route 419/Electric Road Pedestrian Signal Improvements	BikePed	None		x	\$3.9	\$3.9	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-6	Stays In	HPP	0	Dropped		-11
9141	D	SALEM	Martinsville City	Martinsville - Focus Area 3: Ailcie Street to Pine Hall Rd.	BikePed	Highway	x		\$6.5	\$6.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-110	Dropped		-108
9215	D	SALEM	Carroll County	Carroll County High School Sidewalk Project	BikePed	Highway	x	x	\$7.7	\$7.7	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-8	Dropped		-81	Dropped		-88

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	13	0	2	0	1	0
Projects Dropped	-	3	0	0	6	8
Net SS Award (millions)	\$133.5	-\$25.7	\$17.2	\$0.0	-\$40.0	-\$69.5
Unallocated DGP (millions)	\$6.4	\$6.4	\$6.4	\$6.4	\$50.3	\$50.3

Note - CTB Member Consensus Modifications

Fund with DGP

App ID 9293 Route 8 Widening and Improvements for \$9.5M

Fund with HPP

App ID 9116 US 460 and Timber Ridge Road (Route 803) Intersection Improvements for \$10.5M

**SMART SCALE Process Review
Staunton Scenario Analysis**

Application Information										Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended			
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9370	C	STAU	Harrisonburg-Rockingham MPO	Mt. Clinton Pike Corridor Safety	Highway	BikePed		x	\$9.0	\$9.0			Stays Out		Added	HPP	Stays Out		-3	Stays Out		24	Stays Out		19
9406	C	STAU	Harrisonburg City	S. Main St Corridor Safety Northern Scope	Highway	BikePed & Transit	x	x	\$6.7	\$6.7			Stays Out		Stays Out		Stays Out		-3	Added	DGP	50	Stays Out		44
9404	C	STAU	Harrisonburg-Rockingham MPO	S. Main St Corridor Safety - Southern Scope	Highway	BikePed & Transit		x	\$6.2	\$6.2	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	0	Stays In	HPP	24	Dropped		20
9037	D	STAU	Warren County	Rte. 55 & High Knob Rd. Intersection Improvements	Highway	None	x	x	\$4.5	\$4.5			Stays Out		Added	HPP	Stays Out		-4	Added	DGP	66	Added	DGP	62
9455	C	STAU	Win-Fred MPO	Route 50/17/522 Partial Median U-turn	Highway	BikePed		x	\$30.4	\$27.4			Stays Out		Stays Out		Stays Out		70	Stays Out		62	Added	HPP	137
9373	C	STAU	Harrisonburg-Rockingham MPO	Liberty St - Downtown Harrisonburg	BikePed	Highway		x	\$16.4	\$16.4			Stays Out		Added	HPP	Stays Out		-4	Stays Out		20	Stays Out		13
9243	D	STAU	Central Shenandoah PDC	US 501 - US 60 Pedestrian Improvements	BikePed	None		x	\$5.0	\$5.0			Stays Out		Added	HPP	Stays Out		-4	Stays Out		-191	Stays Out		-195
9367	C	STAU	Winchester City	Green Circle Trail Extension and Pedestrian Bridge	BikePed	Transit	x	x	\$23.4	\$10.0			Stays Out		Added	HPP	Stays Out		-7	Stays Out		-135	Stays Out		-142
9141	D	STAU	Buena Vista City	Rt 60/Rt 501 Pedestrian Improvements	BikePed	None	x		\$1.4	\$1.4	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Dropped		-135	Dropped		-145
9170	D	STAU	Woodstock Town	Ox Road Bicycle and Pedestrian Improvements	BikePed	None	x	x	\$3.6	\$3.6	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-3	Dropped		-242	Dropped		-242
9383	C	STAU	Harrisonburg-Rockingham MPO	N. Main St Sidewalk (west side) and bike lanes	BikePed	None		x	\$5.9	\$5.9	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-5	Dropped		3	Dropped		-6
9175	D	STAU	Woodstock Town	Water Street Bicycle and Pedestrian Improvements	BikePed	None	x		\$5.4	\$5.4	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		-219	Dropped		-224
9209	D	STAU	Berryville Town	East Main Street Sidewalk Improvements Phase 1	BikePed	Highway	x		\$4.1	\$4.1	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-188	Dropped		-200
9381	C	STAU	Harrisonburg City	Reservoir St Sidewalk	BikePed	None	x	x	\$6.5	\$6.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-3	Dropped		-176	Dropped		-191
9216	D	STAU	Berryville Town	East Main Street Sidewalk Improvements Phase 2	BikePed	Highway	x		\$4.3	\$4.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-7	Dropped		-265	Dropped		-266
9380	C	STAU	Harrisonburg City	Bluestone Trail Extension	BikePed	None	x	x	\$14.0	\$14.0			Stays Out		Added	HPP	Stays Out		-9	Added	DGP	49	Added	HPP	37

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	15	0	6	0	3	3
Projects Dropped	-	2	0	0	7	8
Net SS Award (millions)	\$96.4	-\$12.1	\$58.9	\$0.0	-\$5.9	\$8.5
Unallocated DGP (millions)	\$2.6	\$2.6	\$2.6	\$2.6	\$2.7	\$9.4

Note - CTB Member Consensus Modifications

Fund with DGP

App ID 9303 I-64 Exit 94 Westbound Off-ramp Improvements for \$2.4M

**SMART SCALE Process Review
Statewide Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9338	A	StateW	CTB	I-64 GAP	Highway	None	x	x	\$756.4	\$161.4	X	HPP	Stays In	HPP	Dropped		Stays In	HPP	-17	Stays In	HPP	84	Stays In	HPP	70

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	1	0	0	0	0	0
Projects Dropped	-	0	1	0	0	0
Net SS Award (millions)	\$161.4	\$0.0	-\$161.4	\$0.0	\$0.0	\$0.0
Unallocated DGP (millions)	-	-	-	-	-	-