



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

SMART SCALE

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3/17/26 – Commonwealth Transportation Board



VIRGINIA DEPARTMENT
of Aviation



MVDB



Office of
INTERMODAL
Planning and Investment



THE PORT OF
VIRGINIA



VIRGINIA SPACEPORT
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Agenda

1. Origins and goals of SMART SCALE
2. What does the law say?
3. Strengths and concerns
4. What impacts what gets funded?
5. Scoring – Deeper Dive

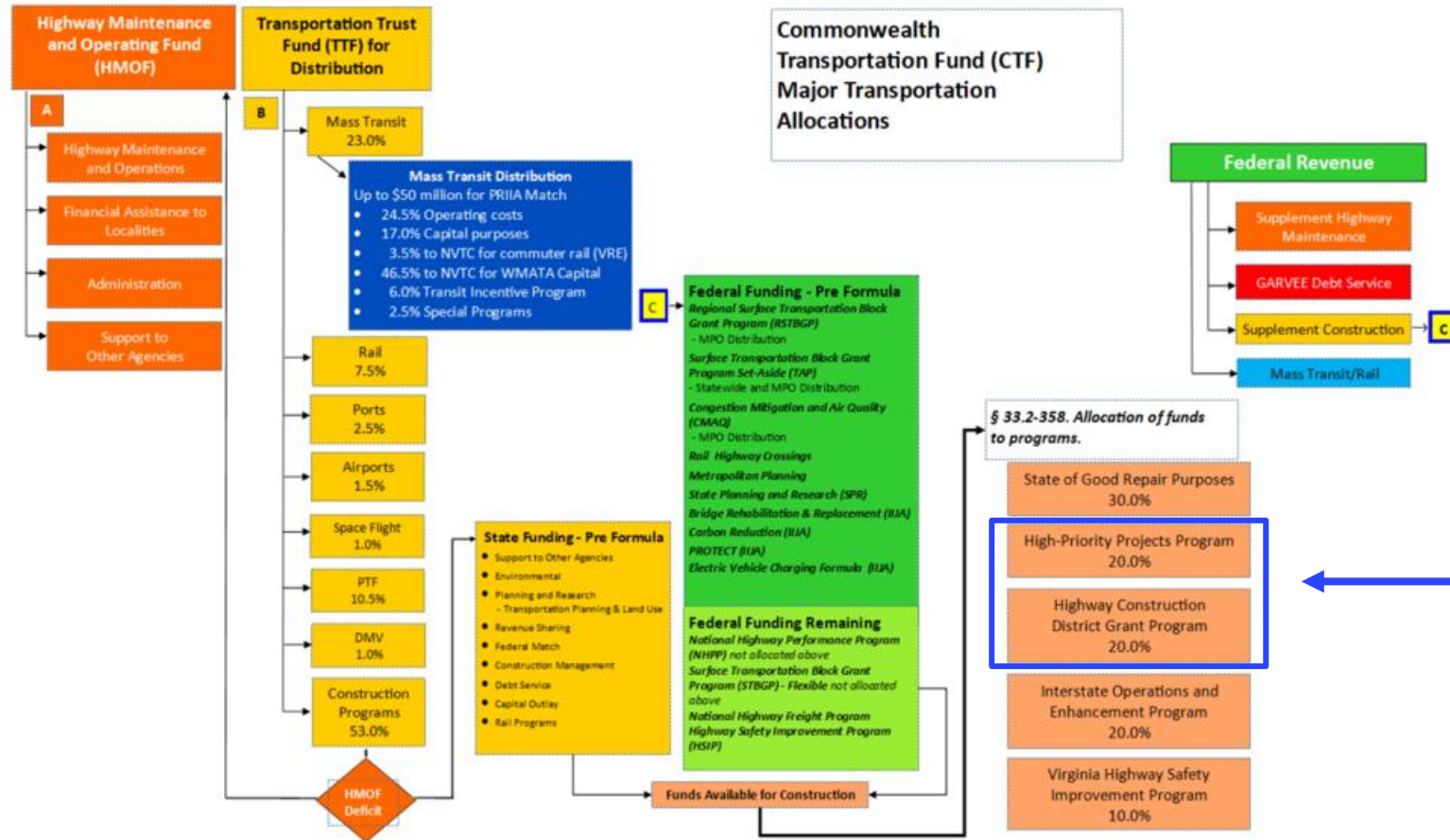
Q&A – Throughout!



SMART SCALE: How it is designed to work.

- SMART SCALE is designed to get the maximum ROI out of limited state dollars.
- The legislature laid out a broad definition of how we measure “return” consistently across all projects (congestion, safety, accessibility, economic development, land use, environment).
- CTB gets to guide the details and nuances of measuring “return” via policy. CTB also gets to apply their judgement at the end of each process to determine what is ultimately funded.
- The agencies’ staff execute the policy (the SMART SCALE Base Case). They do not influence outcomes or determine results.
- The scoring has complexities. But it is also transparent. This administration will strive to ensure that the complexity doesn’t mask the transparency.

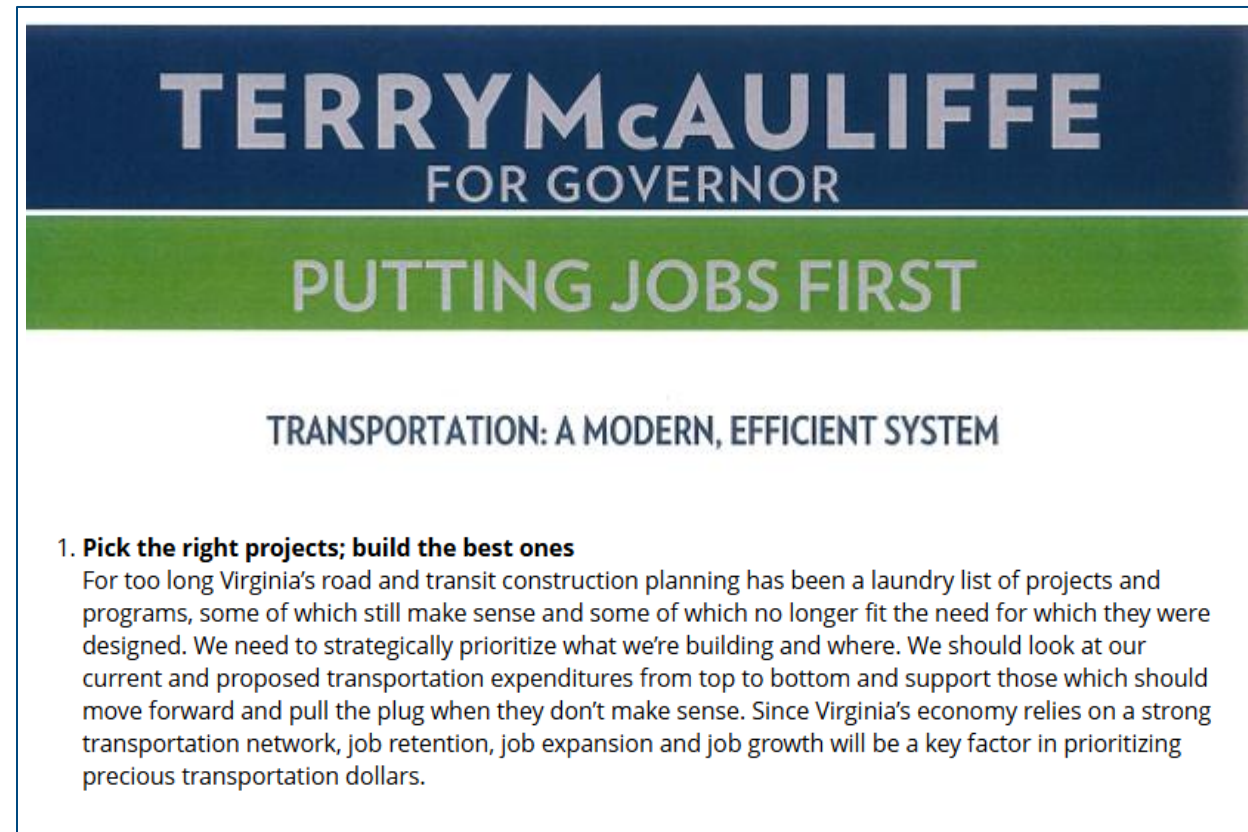
SMART SCALE Covers Two Components within the TTF



Origins of SMART SCALE (Context)

- **Context:** The Legislature enacted significant transportation revenue package in 2013.
- Subsequent decision-making process was **opaque** and there was a sense that it was **driven by politics**.
- Projects were getting **partially funded and not delivered, wasting resources**.
- Lawmakers and stakeholders were concerned that state was not advancing projects that addressed the **most urgent needs**.

Governor McAuliffe had campaigned on reforming transportation to “pick the right projects, build the best ones.”



TERRY McAULIFFE
FOR GOVERNOR

PUTTING JOBS FIRST

TRANSPORTATION: A MODERN, EFFICIENT SYSTEM

1. Pick the right projects; build the best ones
For too long Virginia's road and transit construction planning has been a laundry list of projects and programs, some of which still make sense and some of which no longer fit the need for which they were designed. We need to strategically prioritize what we're building and where. We should look at our current and proposed transportation expenditures from top to bottom and support those which should move forward and pull the plug when they don't make sense. Since Virginia's economy relies on a strong transportation network, job retention, job expansion and job growth will be a key factor in prioritizing precious transportation dollars.

From Wayback Machine – Terry McAuliffe campaign website on Transportation October 2013.

Origins of SMART SCALE (Process)

- Legislation was championed by Democratic Governor and the Republican Speaker of the House – Unanimously passed House and Senate
- It requires Commonwealth Transportation Board to use **objective and quantifiable process for the allocation of construction funds**
- The policy was developed over a 14-month period and adopted by Commonwealth Transportation Board in June 2015

House Speaker William J. Howell:

“Today’s announcement is the culmination of a series of major, bipartisan steps to invest in and improve transportation in Virginia...With SMART SCALE, we are promoting greater accountability, safeguarding against waste and ending the politicization that has been rampant in our transportation process for so long.”

Comments after CTB completed first round of SMART SCALE, 2016

What does the law say? Virginia Code § 33.2-214.1 [LINK](#)

We are using the law as it stands today.

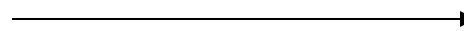
Text

“ ...shall consider, at a minimum, highway, transit, rail, roadway, technology operational improvements, and transportation demand management strategies....

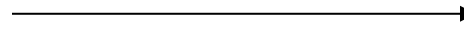
1. The prioritization process shall be based on an objective and quantifiable analysis that considers, at a minimum, the following factors **relative to the cost of the project or strategy**: congestion mitigation, economic development, accessibility, safety, and environmental quality [and land use]*

2. Prior to the analysis in subdivision 1, candidate projects and strategies shall be screened by the Commonwealth Transportation Board to determine whether they are consistent with the assessment of capacity needs for all for corridors of statewide significance, regional networks, and improvements to promote urban development areas established pursuant to § 15.2-2223.1, undertaken in the Statewide Transportation Plan in accordance with § 33.2-353.”

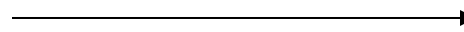
What SMART SCALE Must Be



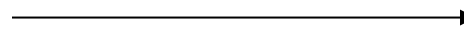
Multimodal



Must be quantifiable, must consider ratio of benefit to cost, must consider these five factors.



Land use for areas over 200k added to list in 6th enactment



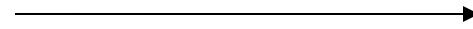
Must be aligned with VTrans

What does the law say? High Priority Projects (HPP)

Text

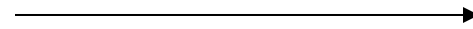
§ 33.2-370. High-priority projects program.

A. As used in this section, "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.



**High Priority Projects –
what it includes**

B. The Board shall establish a high-priority projects program and shall use funds allocated in § [33.2-358](#) to the program for projects and strategies that address a transportation need identified for a corridor of statewide significance or a regional network in the Statewide Transportation Plan pursuant to § [33.2-353](#).



**High Priority Projects must
address a need on a
Corridor of Statewide
Significance or a Regional
Network in VTrans**

What does the law say? Base Scenario and CTB Board Consensus § 33.2-214.2

B. No later than 150 days prior to a vote to include projects or strategies evaluated pursuant to § 33.2-214.1 in the Six-Year Improvement Program, the Office of Intermodal Planning and Investment shall make public, in an accessible format,

- (i) **a recommended list of projects and strategies for inclusion in the Six-Year Improvement Program based on the results of such evaluation;**
- (ii) the results of the screening of candidate projects and strategies, including whether such projects are located on a primary evacuation route;
- (iii) whether a project has been designed to be or the project sponsor has committed that the design will be resilient; and
- (iv) (iv) the results of the evaluation of candidate projects and strategies, including the weighting of factors and the criteria used to determine the value of each factor.

...

D. The Board may modify the recommended list of projects in subsection B or C through formal action.

The “Base Scenario” is the direct output of the SMART SCALE process

The CTB may modify the list through formal action (a vote) any time through May (the adoption of the consensus scenario).

Strengths of the SMART SCALE Approach

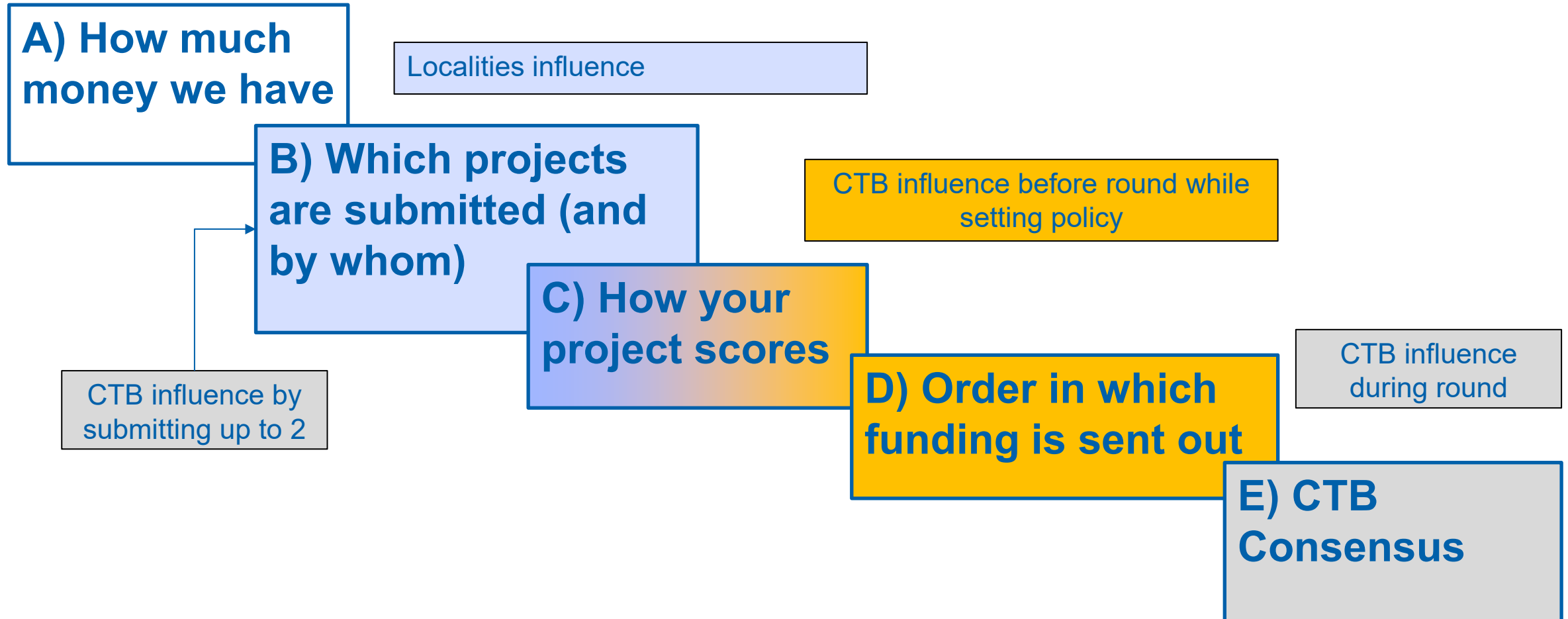
Strengths
Not based on politics, behind-the-scenes negotiations, connections
ROI Focused
Balances spending across the state
Acknowledges that different regions have different priorities and needs
Mode neutral
Scores focus on the impact the intervention will have on a statewide need
Rewards districts that collaborate around submissions and project design (district, MPOs, and localities)
Aligns with VTrans
Transparent! (but complex)
CTB can make changes each year – to improve and adjust to changing context

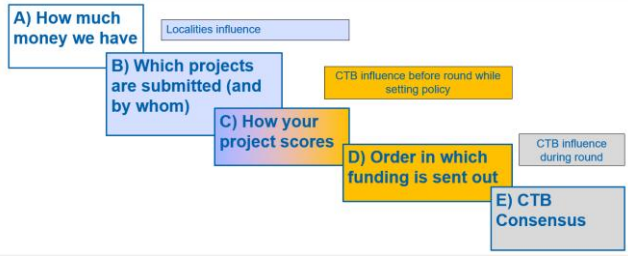
Concerns (Some arise from the Strengths)

Strengths	Concerns that have been raised
ROI focused	Rewards smaller projects (<\$25M) with big impacts, rewards regions who leverage their own financing to bring down the ask to SMART SCALE.
Balances spending across the state	Balancing funding across 9 districts makes it harder to invest in very large(\$100M+) projects
...different regions should prioritize different things.	More complex scoring
Scores focus on <i>impact</i> the intervention will have	More complex scoring
Transparent! (but complex)	Can take a while to master, feels opaque, takes time to execute the process
CTB can make changes	Changes require relearning, may add complexity

TRANSPARENCY IN ACTION – HOW SCORING WORKS

What impacts what gets funded (in descending importance)





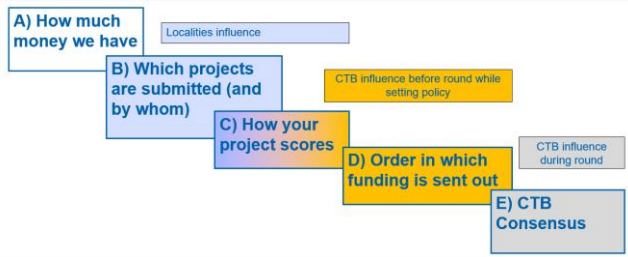
A) How Much Money Is Available

District	DGP Available	Previous DGP Cost Increases	HPP Available
Bristol	\$37.0		
Culpeper	\$68.0	-\$6.6	
Fredericksburg	\$76.2		
Hampton Roads	\$121.6		
Lynchburg	\$85.9		
Northern Virginia	\$97.4		
Richmond	\$104.9		
Salem	\$64.3		
Staunton	\$39.4	-\$6.0	
Statewide HPP			\$384.7
Total	\$694.6		\$384.7

SMART SCALE requests were nearly 8x available funds.

4 districts individually requested more than was available for the whole state.

	R6 - Consensus Funded	R6 - Requested
Bristol	\$33.8	\$290.9
Culpeper	\$93.5	\$792.9
Fredericksburg	\$90.3	\$1,004.6
Hampton Roads	\$140.6	\$647.1
Lynchburg	\$82.4	\$294.6
Northern Virginia	\$87.4	\$1,329.2
Richmond	\$389.0	\$2,191.5
Salem	\$53.9	\$1,241.8
Staunton	\$75.3	\$376.8
SUM	\$1,046.2	\$8,169.6



B) What Projects Are Submitted (and By Whom)

Impact 1 – Normalization

The best project for “safety” gets 100. All the rest in the state are scaled from there.

Impact 2 – Ranking

The top projects in each district are funded first (for DGP), then the top-ranked state projects (for HPP)

Impact 3 – District Collaboration

Districts that coordinate submissions, share best practices, and optimize for eligibility and ranking do well

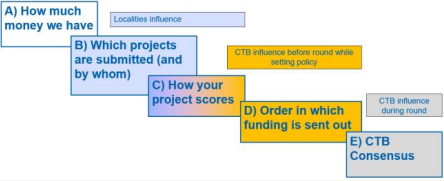
Examples of Regions Collaborating

- **Central Virginia Transportation Authority (CVTA) - [Regional Project Selection and Allocation Framework Page 9/PDF Page 11](#)**
- **Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) - [Chapter 6: Performance-Based Programming and Project Evaluation](#)**

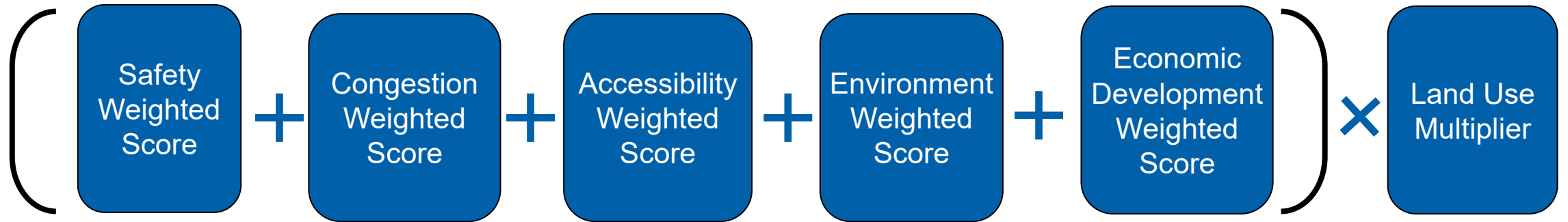
In Round 6, Staunton and Richmond District captured 11 of 14 HPP Projects.

C) The Project Score

If two projects have the same Project Benefit Score in the numerator, and Project A is 1/2 the cost of Project B, then Project A will have 2x the SMART SCALE Score



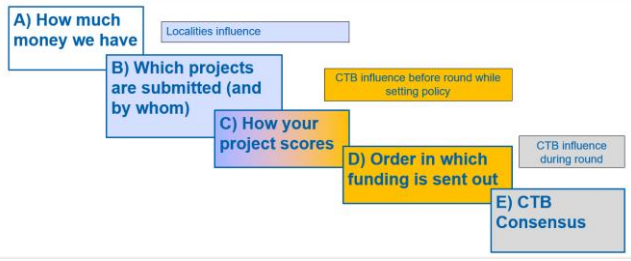
Project Benefit Score



\$ Requested from SMART SCALE

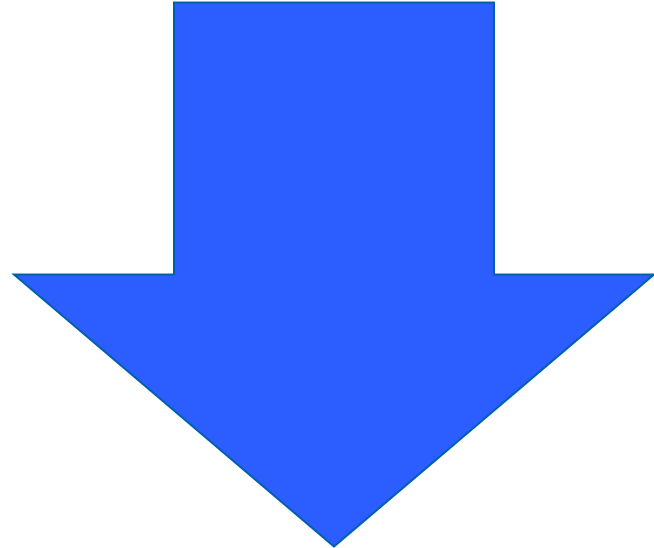
**=
SMART SCALE Score**

More on scores later in the presentation. Detail on each Score calculation available via links page.



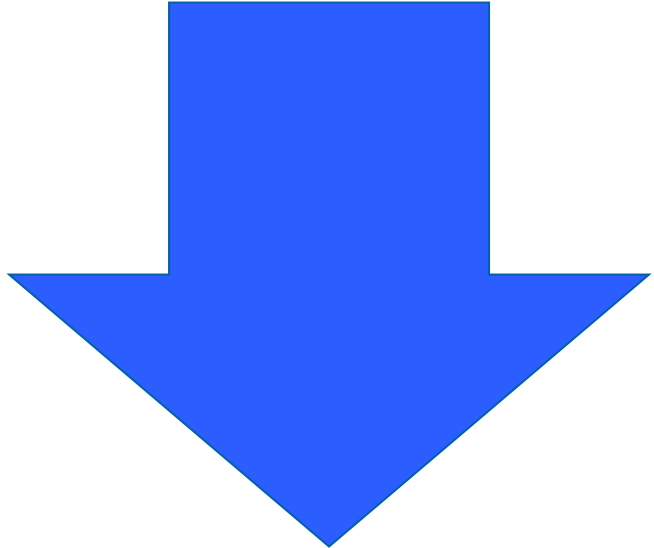
D) The Order in Which We Fund

1. DGP Funds



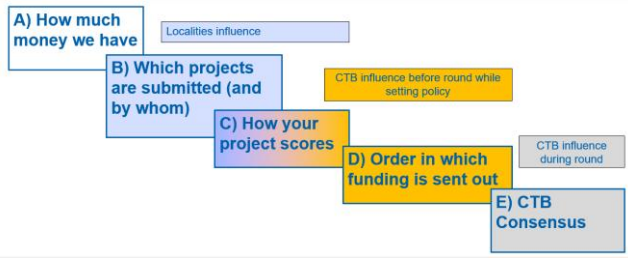
Distributed till the next ranked project in each district exceeds remaining funds

2. HPP Funds



Distributed to remaining HPP eligible till the next ranked project statewide exceeds remaining funds.

More on impacts of flipping the order later in the "Scenario" section of the deck



E) CTB Input

Before Scoring:

CTB may collectively submit additional projects for scoring at the start of the round).

During the Consensus process, the CTB may:

- 1) Modify the DGP and/or HPP list through formal action (a vote). We recommend for Round 7 this is completed by May for transparency purposes.
- 2) Designate spending of dollars that were “left over” from the Base Case output
- 3) The adoption vote comes in June.

SCORING – DEEPER DIVE

This is NOT a detailed technical presentation on score mechanics. Links to these available on links page.

Characteristics of Projects that Scored Well in Past Round

3 Key Components

1. Priority 1 or Priority 2 VTrans

(not b/c they get preferential treatment! But because it measures where significant problems that SMART SCALE is designed to address exist, thus point to opportunity to drive big benefits)

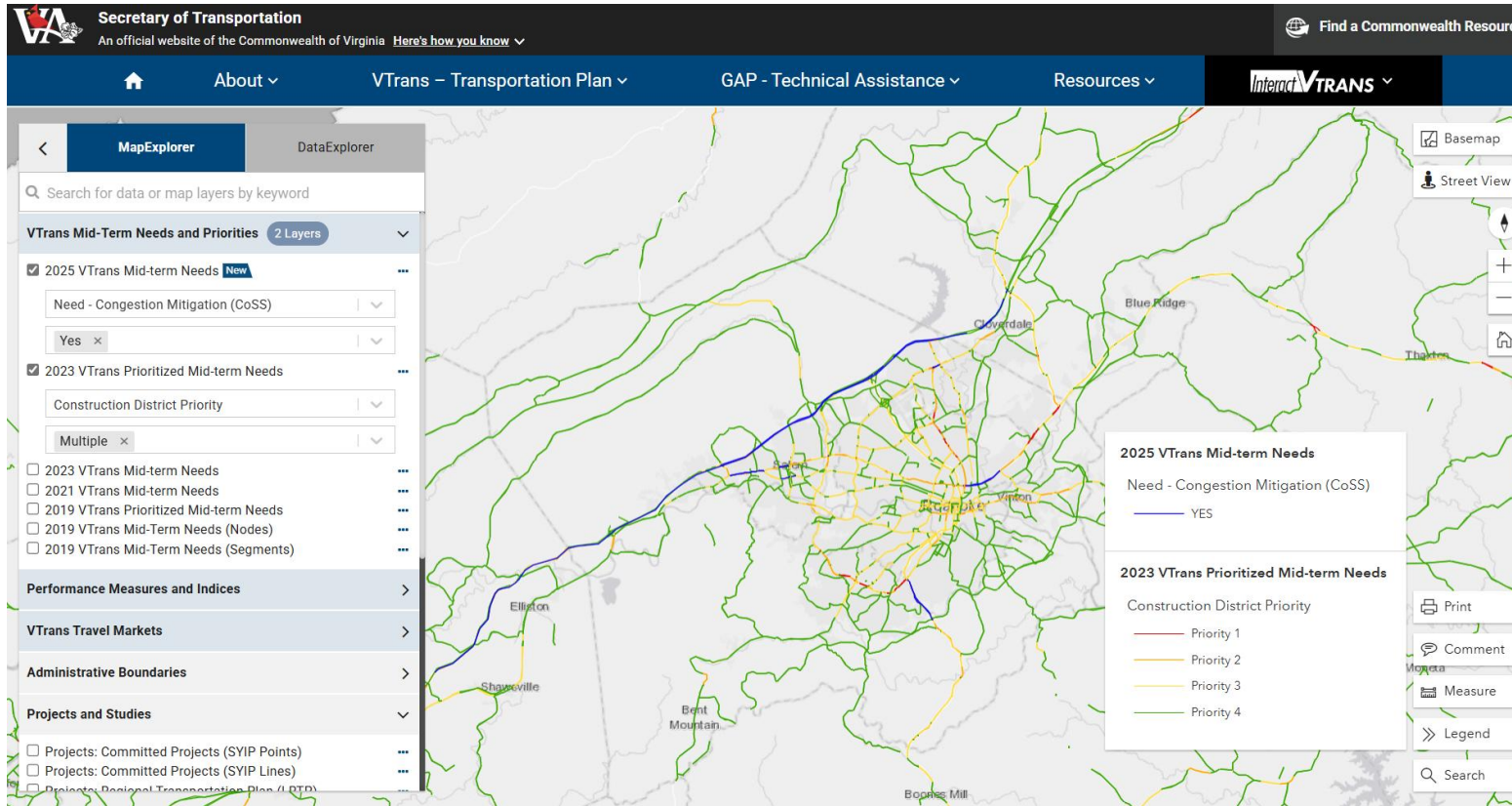
2. Known, significant safety improvements for the features

3. Value engineering (Lower \$ ask for same or slightly lower benefits)

VTrans Priority	Average of Benefit Score for all Submitted R6 Projects
1	11.2
2	7.7
3	5.4
4	4.3
6 (N/A)	3.0

ANY Mid-Term Need is acceptable for SMART SCALE . Locations with the greatest needs are VTrans Prioritized Needs . Priority 1 and 2 locations become eligible for study funding under the Project Pipeline program. Priority Needs are ranked 1 - worst 1%, 2 – worst 5%, 3 – worst 15%.

Reminder: Where to find VTrans Priority 1 and 2 Needs



- VTrans priority areas are publicly available at <https://vtrans.virginia.gov/>.
- Priority Areas refers to mid-term priorities. These are approved by CTB. Methodology for determining is available at [VTrans_Policy_Guide_v3.pdf](#)

Map of VTrans priority layers made available online to the public.

R6 – Odds of R6 Funding by VTrans Priority and \$ Request

Chart: Percent of R6 Projects Submitted that Were Recommended for Funding in Base Scenario

	How much \$ asked from SMART SCALE?					
VTrans Priority	Under \$10M	\$10-25M	\$25-50M	\$50-75M	\$75M+	# Submitted
1	50%	41%	32%	25%	0%	70
2	30%	24%	15%	0%	0%	93
3	13%	0%	0%	0%	0%	36
4	14%	23%	0%	0%	0%	58
6 (NA)	0%	25%	0%	0%	0%	12
For all priority types	23%	26%	16%	6%	0%	
# Submitted	57	113	64	18	18	270



Projects in VTrans 1 areas, or VTrans 2 under \$50M, are significantly more likely to be funded. VTrans 3, 4, and 6 did get funded, but must be very low cost and high benefit.

R6 – Odds of Funding by Vtrans Priority and SMART SCALE Request (HPP Only)

Chart: Percent of R6 Projects HPP Eligible Submitted that Recommended for Funding in Base Scenario

	How much \$ asked from SMART SCALE?					
VTrans Priority	Under \$10M	\$10-25M	\$25-50M	\$50-75M	\$75M+	# Submitted
1	0%	31%	33%	0%	0%	35
2	0%	18%	33%	0%	0%	33
3	0%	0%	0%	0%	0%	11
4	0%	0%	0%	0%	0%	11
6 (NA)	0%	0%	0%	0%	0%	2
For all priority types	0%	22%	24%	0%	0%	
# Submitted	1	27	33	15	16	92



Projects in VTrans 1 or VTrans 2 under \$50M are the only types of projects that got funded for HPP. ~1/3 submitted projects in those boxes got funded.

Scenarios – Rerun Round 6 Submissions with Different Rules

Scenario	Description
HPP First	All scores the same, HPP funded before DGP
Innovative Intersections Included	Innovative intersections that were on a CoSS or RN are eligible for HPP
HPP and Innovative Intersections	Both of the above are true

- Based on board request, we reran Round 6 as if changes discussed in last board meeting had been true at the time.
- Note – the results are not fully indicative of what "would" happen in terms of funding in future rounds with these changes. Each round has different projects, and localities may change their submissions in response to rule changes.

Scenarios – Rerun Round 6 Pool with Different Rules

Note – this is **not** indicative of what will happen in future rounds as a) projects change and b) rules guide submissions

	Total Funding (\$M)				# Projects Funded			
	R6 Base Case	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.	R6	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.
Bristol	\$27.2	\$27.2	\$27.2	\$27.2	3	3	3	3
Culpeper	\$93.5	\$93.5	\$108.6	\$90.6	4	4	5	5
Fredericksburg	\$90.3	\$146.9	\$90.3	\$73.5	4	9	4	3
Hampton Roads	\$139.2	\$146.0	\$111.9	\$146.0	11	12	10	12
Lynchburg	\$82.4	\$82.4	\$82.4	\$82.4	4	4	4	4
Northern Virginia	\$88.7	\$103.2	\$88.7	\$103.2	4	5	4	5
Richmond	\$338.5	\$230.3	\$348.5	\$318.7	14	14	19	20
Salem	\$53.9	\$53.9	\$53.9	\$53.9	3	3	3	3
Staunton	\$69.9	\$65.6	\$63.0	\$70.2	6	7	6	7
Pool at end for Consensus**	\$95.7	\$130.2	\$104.8	\$113.5				

- This shows outputs of the R6 base case. The consensus scenario changed actual funding results.

** The process “stops” when the next highest scoring project exceeds the remaining pool. The CTB determines how to allocate the pool in the consensus process

Scenarios – Rerun Round 6 Pool with Different Rules

Note – this is **not** indicative of what will happen in future rounds as a) projects change and b) rules guide submissions

	Average Project Size (\$M)				Average SS Score			
	R6 Base Case*	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.	R6	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.
Bristol	\$9.1	\$9.1	\$9.1	\$9.1	7.9	7.9	7.9	7.9
Culpeper	\$23.4	\$23.4	\$21.7	\$18.1	6.6	6.6	6.3	5.9
Fredericksburg	\$22.6	\$16.3	\$22.6	\$24.5	12.5	7.6	12.5	14.5
Hampton Roads	\$12.7	\$12.2	\$11.2	\$12.2	10.5	9.9	10.5	9.9
Lynchburg	\$20.6	\$20.6	\$20.6	\$20.6	6.2	6.2	6.2	6.2
Northern Virginia	\$22.2	\$20.6	\$22.2	\$20.6	8.8	7.8	8.8	7.8
Richmond	\$24.2	\$17.7	\$18.3	\$15.9	10.2	11.4	9.9	10.0
Salem	\$18.0	\$18.0	\$18.0	\$18.0	3.1	3.1	3.1	3.1
Staunton	\$11.7	\$9.4	\$10.5	\$10.0	8.4	8.0	8.0	7.2
ALL	\$18.5	\$15.8	\$16.8	\$15.5	9.0	8.3	8.7	8.3



Implications: HPP First would have had more significant impact than Innovative Intersections. All scenarios slightly reduce average project size and average score. HPP First increases balance across districts. ~95% of R6 projects get to the same funding status in all four scenarios.

Scenario – If HPP Had Been Funded Before DGP?

ADDED							
VTrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
1 B	Fredericksburg	Route 1 and Foreston Woods Dr / Coal Lan	Highway	4.81	\$18.9	2.5	
3 B	Fredericksburg	Route 639 STARS Study Improvements	Highway	4.58	\$15.7	2.9	
3 D	Fredericksburg	Rte. 17 and Belroi Road Intersection	Highway	2.12	\$6.4	3.3	
3 D	Fredericksburg	Rte. 3 and Rte. 198 Intersection and Roa	Highway	1.15	\$2.9	3.9	
2 D	Fredericksburg	Rte 207 Sidewalk improvements at Rte 1 a	Bike/Pedestrian	6.95	\$12.7	5.5	
2 D	Hampton Roads	Cheriton RCUT	Highway	2.29	\$6.8	3.4	
2 B	Richmond	Springfield Road Improvements	Highway	11.48	\$14.8	7.7	
2 B	Richmond	I Cowardin Avenue at Semmes Avenue Prote	Bike/Pedestrian	6.59	\$7.9	8.3	
2 B	Richmond	J Hull Street / Clopton Street / Midloth	Highway	22.85	\$25.8	8.9	
1 C	Staunton	Reservoir Street Median	Highway	1.19	\$2.6	4.5	
2 D	Staunton	US340/US522,I-66,Exit6,Ramp Intersection	Highway	6.45	\$12.5	5.2	

DROPPED							
VTrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
1 B	Richmond	Route 360/I-64 Interchange Improvements	Highway	10.95	\$27.0	4.1	
1 B	Richmond	I-95 and Route 54 Interchange	Highway	20.47	\$41.1	5.0	
2 C	Richmond	I-85/95 Interchange Improvements	Highway	23.28	\$46.0	5.1	
1 C	Richmond	Winston Churchill Drive Corridor Improvements	Highway	22.03	\$42.7	5.2	
1 B	Richmond	Route 360/I-64 Interchange Improvements	Highway	10.95	\$27.0	4.1	

Row Labels	Added	Dropped	Remain Funded
Bristol			3
Culpeper			4
Fredericksburg	5		4
Hampton Roads	1		11
Lynchburg			4
Northern Virginia	1		4
Richmond	3	4	10
Salem			3
Staunton	2	1	5
Grand Total	12	5	48

Scenario – If Innovative Intersections Had Been HPP Eligible

ADDED							
Vtrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
4 D	Culpeper		Dumfries Rd (Rt 605) & Greenwich Rd (Rt	Highway	7.7	\$15.1	5.1
1 B	Richmond		W Broad St and Parham Rd Intersection Im	Highway	6.0	\$9.0	6.6
4 D	Richmond		US 58 at Freemans Cross Rd/Reedy Crk Rd	Highway	8.1	\$11.7	6.9
2 D	Richmond		U.S. Route 60 at State Route 13/603 RCUT	Highway	2.7	\$3.6	7.3
2 B	Richmond		Salem Church Road/Kingsland Road Roundab	Highway	7.5	\$10.2	7.3
4 B	Richmond		New Dorset Road & Route 60 RCUT	Highway	2.7	\$3.6	7.4
1 C	Richmond		VA-36 (Winston Churchhill Drive) Corrido	Bike/Pedestrian	11.4	\$14.9	7.6
1 B	Richmond		G US Route 360 Mechanicsville Tpk Rounda	Highway	34.7	\$45.2	7.7
2 B	Richmond		J Hull Street / Clopton Street / Midloth	Highway	22.8	\$25.8	8.9
2 D	Staunton		US340/US522,I-66,Exit6,Ramp Intersection	Highway	6.5	\$12.5	5.2

DROPPED							
Vtrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
2 A	Hampton Roads		Isle of Wight County	Highway	10.8	\$27.3	4.0
1 B	Richmond		PlanRVA Richmond Regional Planning District Commission	Highway	11.0	\$27.0	4.1
1 B	Richmond		Ashland Town	Highway	20.5	\$41.1	5.0
2 C	Richmond		Tri-Cities Area Metropolitan Planning Organization	Highway	23.3	\$46.0	5.1
2 C	Staunton		Augusta County	Highway	8.2	\$19.4	4.2

Row Labels	Added	Dropped	Remain Funded
Bristol			3
Culpeper	1		5
Fredericksburg			4
Hampton Roads		1	10
Lynchburg			4
Northern Virginia			4
Richmond	8	3	19
Salem			3
Staunton	1	1	5
Grand Total	10	5	48

Scenario – Both of the Prior Changes Together

ADDED							
Vtrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
1 D	Culpeper		US Business 17 Corridor Improvement/Flet	Highway	8.9	\$18.5	4.8
4 D	Culpeper		Dumfries Rd (Rt 605) & Greenwich Rd (Rt	Highway	7.7	\$15.1	5.1
2 D	Hampton Roads		Cheriton RCUT	Highway	2.3	\$6.8	3.4
4 A	N Virginia		Route 15 at Braddock Road Roundabout	Highway	5.7	\$14.5	3.9
1 B	Richmond		W Broad St and Parham Rd Intersection Im	Highway	6.0	\$9.0	6.6
4 D	Richmond		US 58 at Freemans Cross Rd/Reedy Crk Rd	Highway	8.1	\$11.7	6.9
3 C	Richmond		Rt 1 and I-85 Exit 63B Widening	Highway	3.5	\$4.9	7.2
2 D	Richmond		U.S. Route 60 at State Route 13/603 RCUT	Highway	2.7	\$3.6	7.3
2 B	Richmond		Salem Church Road/Kingsland Road Roundab	Highway	7.5	\$10.2	7.3
4 B	Richmond		New Dorset Road & Route 60 RCUT	Highway	2.7	\$3.6	7.4
1 C	Richmond		VA-36 (Winston Churchhill Drive) Corrido	Bike/Pedestrian	11.4	\$14.9	7.6
1 B	Richmond		G US Route 360 Mechanicsville Tpk Rounda	Highway	34.7	\$45.2	7.7
2 B	Richmond		Springfield Road Improvements	Highway	11.5	\$14.8	7.7
2 B	Richmond		I Cowardin Avenue at Semmes Avenue Prote	Bike/Pedestrian	6.6	\$7.9	8.3
2 B	Richmond		J Hull Street / Clopton Street / Midloth	Highway	22.8	\$25.8	8.9
4 C	Staunton		Crozet Tunnel Trail	Bike/Pedestrian	6.4	\$15.0	4.3
1 C	Staunton		Reservoir Street Median	Highway	1.2	\$2.6	4.5
2 D	Staunton		US340/US522,I-66,Exit6,Ramp Intersection	Highway	6.5	\$12.5	5.2

DROPPED							
Vtrans	Area	District	Name	Primary Type	Benefit	SS Request	SS Score
1 B	Culpeper		US Business 17 Corridor Improvement/Flet	Highway	24.4	\$36.4	4.0
1 B	Fredericksbur		Dumfries Rd (Rt 605) & Greenwich Rd (Rt	Highway	10.8	\$16.8	0.0
1 B	Richmond		Cheriton RCUT	Highway	11.0	\$27.0	0.0
1 B	Richmond		Route 15 at Braddock Road Roundabout	Highway	20.5	\$41.1	0.0
2 C	Richmond		W Broad St and Parham Rd Intersection Im	Highway	23.3	\$46.0	0.0
1 C	Richmond		US 58 at Freemans Cross Rd/Reedy Crk Rd	Highway	22.0	\$42.7	4.1
1 B	Richmond		Rt 1 and I-85 Exit 63B Widening	Highway	8.8	\$14.8	5.0
2 C	Staunton		U.S. Route 60 at State Route 13/603 RCUT	Highway	8.2	\$19.4	5.1
1 C	Staunton		Salem Church Road/Kingsland Road Roundab	Highway	5.9	\$10.5	4.2

Row Labels	Added	Dropped	Remain Funded
Bristol			3
Culpeper	2	1	3
Fredericksburg		1	3
Hampton Roads	1		11
Lynchburg			4
Northern Virginia	1		4
Richmond	11	5	9
Salem			3
Staunton	3	2	4
Grand Total	18	9	44

How Can A Project Improve Its Score?

In conversations, this question comes up often. To illustrate how this happens, we pulled two projects that have been resubmitted (and thus, fully re-scored) at least once with changes.

Because scoring methods are tweaked each round, and scores are normalized against the other submissions in that round, the comparisons aren't always exact. But they do illustrate some of the levers that can be adjusted.



Project Resubmission Example: John Marshall Hwy

Some projects have been submitted and scored multiple times, which is useful to understanding mechanics of funding



App ID	549 (2015) /1433 (2017)	3929 (2019)
Description	Reconstruction, widening, add lanes	Targeted safety improvements (rumble, reflectors, signage, lighting)
Extent	1.82 mi	1.82 mi (same as prior)
Cost	\$25M (rising to \$31M in next round)	\$1.6M
Congestion Score	0 (generally means there is no congestion)	0 (generally means there is no congestion)
Safety Score	12.9 EPDO, 143.6 EPDO/100M VMT	80 EPDO, 620.3 EPDO/100MVMT
W. Safety Score	0.7	3.7
W. Benefit Score	0.8	4.1
SMART SCALE Score	0.3	25.2
Rank in Round	369 of 404	13 of 433

Before 2019, the applicant worked with VDOT via a STARS study to identify more impactful safety benefits at lower cost

Belt Blvd (City of Richmond)

Several apps on the same 0.7mi corridor of Belt Blvd



App ID	Apps 6653 (R4), 8933 (R5)	11441 (R6)
Description	New turn lanes, center median and access management improvements, sidewalk + shared use path, minor bus stop improvements. (no state study)	Similar to prior but with additional transit improvements (small bus-only lanes and increase bus frequency from 15-10 min) (no state study)
Extent	0.7mi	0.7mi
Cost	\$21.6 in R4, \$36.9 in R5	\$31.3 (+\$2M leveraged)
Congestion Score	C1 – 29.8 C2 – 0.08	C1 – 38.74 C2 - 0.15
Accessibility Score	A1 – 7.7 A2 – 9.9 A3 – 149.1	A1 – 383.9 A2 – 603.1 A3 – 193.7
W. Benefit Score	7.11	31.46
SMART SCALE Score	1.93	10.03
State Rank in Round	245	17 of 270

I-95/I-85 Interchange – City of Petersburg



App ID	App 1485 (+ 10 subsequent apps) R2	App 1160 R6
Description	App 1485 was a flyover ramp + interchange improvements on S. Crater road. Subsequent 10 apps all had portions of this (smaller interchange improvements, new connections, PNR lot, etc).	Interchange improvements at S. Crater + interchange improvements at Graham Rd and Winfield Rd, from prior apps. No flyover. No new connection. No PNR.
Cost	\$119M (component studies each cost less, \$10-45M)	\$46M
Congestion Score	~0	554 persons, 158 person hours
Safety Score	5.1 EPDO, 125 EPDO/100M VMT	210 EPDO; 10,455 EPDO/100M VMT
W. Benefit Score	0.7	23.3
SMART SCALE Score	0.1	5.1
State Rank in Round	391 of 404	53 of 270

Wrap Up (and Q&A)

- SMART SCALE is designed to get the maximum ROI out of limited state dollars.
- The legislature laid out a broad definition of how we measure “return” consistently across all projects (congestion, safety, accessibility, economic development, land use, environment).
- CTB gets to guide the details and nuances of measuring “return” via policy. CTB also gets to apply their judgement at the end of each process to determine what is ultimately funded.
- The agencies’ staff execute the policy (the SMART SCALE Base Case). They do not influence outcomes or determine results.
- SMART SCALE scoring has complexities. But it is also transparent. This administration will strive to ensure that the complexity doesn’t mask the transparency.

Useful Links

- **SMART SCALE home:** [SMART SCALE Home | SMART SCALE](#)
- **Technical guide:** [SMART SCALE Technical Guide](#)
- **Detailed data on previous rounds and scoring:** [Previous Rounds | SMART SCALE](#)

Appendices

Breakout Scenarios by Funding Source

R6	DGP	HPP
Bristol	\$27.2	\$0.0
Culpeper	\$57.0	\$36.4
Fredericksburg	\$73.5	\$16.8
Hampton Roads	\$111.9	\$27.3
Lynchburg	\$82.4	\$0.0
Northern Virginia	\$88.7	\$0.0
Richmond	\$82.6	\$255.8
Salem	\$53.9	\$0.0
Staunton	\$25.3	\$44.7

HPP First	DGP	HPP
Bristol	\$27.2	\$0.0
Culpeper	\$57.0	\$36.4
Fredericksburg	\$72.7	\$74.2
Hampton Roads	\$110.7	\$35.3
Lynchburg	\$82.4	\$0.0
Northern Virginia	\$70.9	\$32.3
Richmond	\$94.6	\$135.7
Salem	\$53.9	\$0.0
Staunton	\$30.1	\$35.6

Inn Int as HPP	DGP	HPP
Bristol	\$27.2	\$0.0
Culpeper	\$57.0	\$51.5
Fredericksburg	\$73.5	\$16.8
Hampton Roads	\$111.9	\$0.0
Lynchburg	\$82.4	\$0.0
Northern Virginia	\$88.7	\$0.0
Richmond	\$82.6	\$265.9
Salem	\$53.9	\$0.0
Staunton	\$25.3	\$37.7

Both	DGP	HPP
Bristol	\$27.2	\$0.0
Culpeper	\$46.7	\$43.9
Fredericksburg	\$73.5	\$0.0
Hampton Roads	\$110.7	\$35.3
Lynchburg	\$82.4	\$0.0
Northern Virginia	\$70.9	\$32.3
Richmond	\$100.0	\$218.7
Salem	\$53.9	\$0.0
Staunton	\$32.8	\$37.4