



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

# SMART SCALE

Laura Schewel, Deputy Secretary of Transportation

April 2026 – Commonwealth Transportation Board



VIRGINIA DEPARTMENT  
of Aviation



# Agenda

1. Update – HPP Eligibility for Innovative Intersections
2. Update – HPP funded first vs. DGP funded first
3. Update – FYI Preferred Alternative
4. Update – FYI Fix to VEDP process for Economic Development
5. Update – SMART SCALE educational materials

Q&A – Throughout!



# HPP Eligibility for Innovative Intersections – Refresh of Background for Vote Tomorrow

To be HPP eligible a project must be:

- On a Corridor of Statewide Significance / Regional Network AND contain one of the “eligible features”

OR

- The preferred alternative in a STARS, Pipeline, or comparable study
- **Reminder** – in February we presented the concept of adding “Innovative Intersections” to the list of eligible features that can qualify a project for HPP.
- **We will hold that vote during the Action meeting tomorrow.**
- We also will do an informational workshop presentation on Innovative Intersections and Innovative Interchanges generally in a future meeting.

# HPP First vs. DGP First – Recommendation to Vote Based on Actual Round 7 Results in January

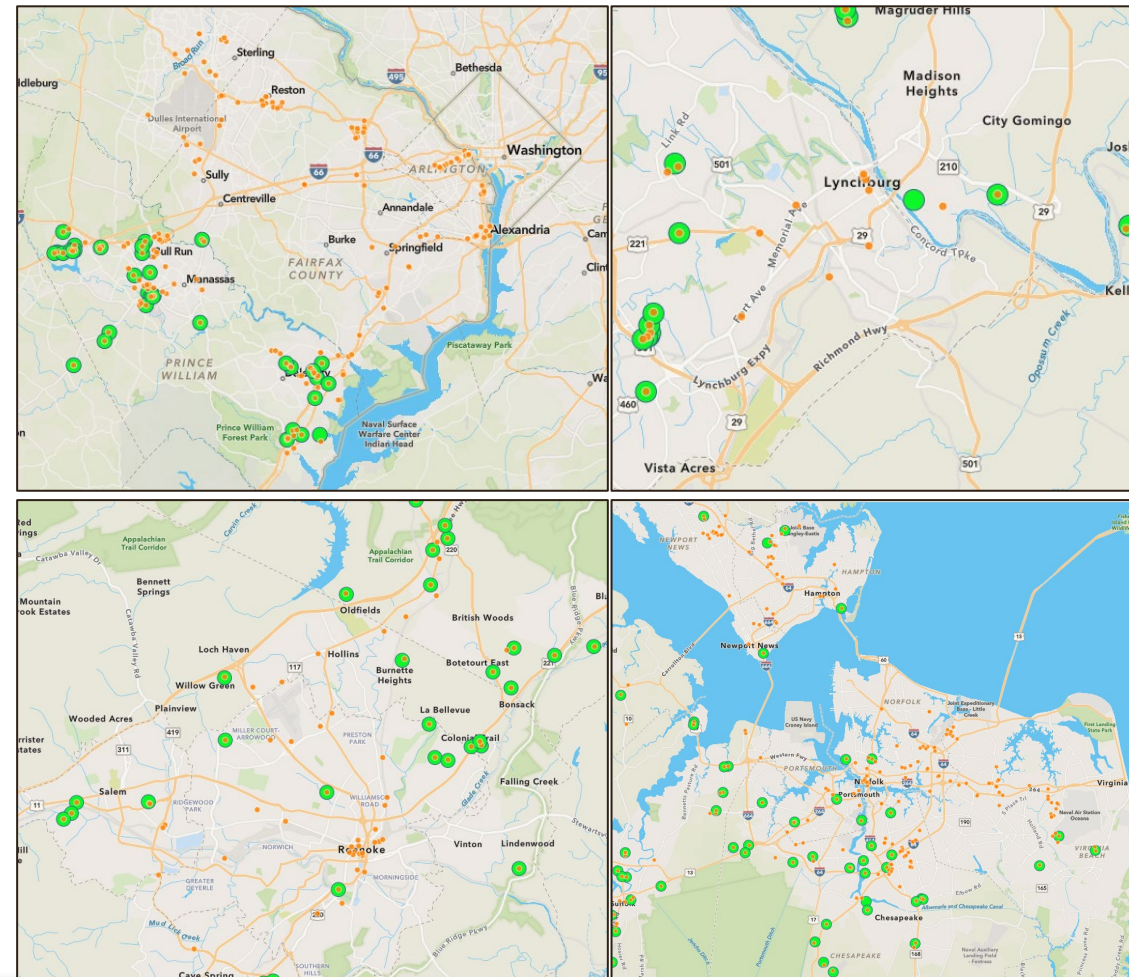
## No CTB action needed at this time

- **Reminder** – Many projects are eligible for both HPP and DGP funding (20% of total in R6). Because of this, Base Case if HPP is funded first is different than if DGP is funded first.
- Based on analysis of the past several rounds, there is not a consistent pattern to impact of this choice. It varies heavily based on the cohort of projects.
- We recommend waiting voting on this until January. We will present two Round 7 Base Cases (one with DGP funded first, the other with HPP funded first) and the Board can vote then on which to take forward to public comment, based on actual data.
- **No action needed at this time. Discussion welcome.**

# Update to VEDP Economic Development Scoring Approach

## No CTB action needed

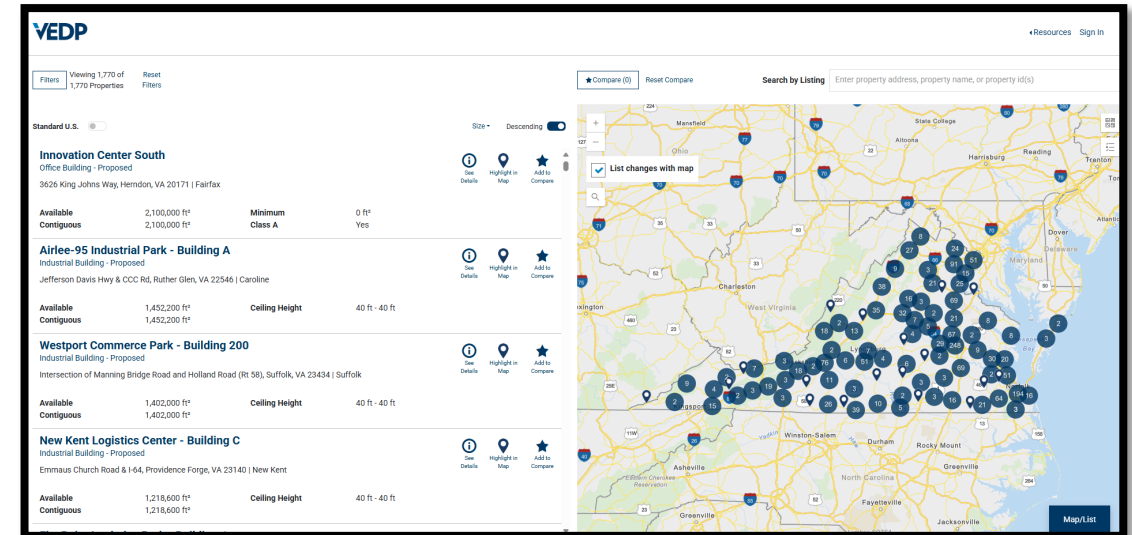
- The Economic Development measure is scored based on proximity to “Properties” in the VEDP Virginia Scan Database.
- In R6, only a subset of “Properties” called “Sites” were used in the scoring. “Sites” tend to be large, greenfield areas in more suburban and rural areas (see figure).
- In R7, per CTB Policy, we are going to use the full list of “Properties.” This will grant points to projects that leverage economic expansion of existing sources of economic activity, and a wider variety of industries and locales and facilities types such as office buildings with vacancies, industrial or warehouse parks with vacancies, etc.



# Update to VEDP Economic Development Scoring Approach

## No CTB action needed

- Project submitters that believe their project will benefit targets of economic development should check that the locations are in VSCAN database.
- Adding eligible properties is straightforward: just contact VEDP Real Estate Solutions team (before July 20<sup>th</sup> to insure projects have time to be entered before August 3<sup>rd</sup> submittal deadline).



The screenshot displays the VEDP (Virginia Economic Development Partnership) web application. The interface is divided into a left-hand list of properties and a right-hand map view. The list on the left includes the following entries:

Property Name	Address	Available	Contiguous	Minimum Class	Height
Innovation Center South	Office Building - Proposed 3626 King Johns Way, Herndon, VA 20171   Fairfax	2,100,000 ft <sup>2</sup>	2,100,000 ft <sup>2</sup>	Class A	0 ft
Airlee-95 Industrial Park - Building A	Industrial Building - Proposed Jefferson Davis Hwy & CCC Rd, Ruther Glen, VA 22546   Caroline	1,452,200 ft <sup>2</sup>	1,452,200 ft <sup>2</sup>		40 ft - 40 ft
Westport Commerce Park - Building 200	Industrial Building - Proposed Intersection of Manning Bridge Road and Holland Road (Rt 58), Suffolk, VA 23434   Suffolk	1,402,000 ft <sup>2</sup>	1,402,000 ft <sup>2</sup>		40 ft - 40 ft
New Kent Logistics Center - Building C	Industrial Building - Proposed Emmaus Church Road & I 64, Providence Forge, VA 23140   New Kent	1,218,600 ft <sup>2</sup>	1,218,600 ft <sup>2</sup>		40 ft - 40 ft

The map on the right shows a geographical view of Virginia with numerous blue circular markers, each containing a number, representing the locations of various properties. The interface includes search filters, a search bar, and navigation controls.

# FYI – Clarification of Preferred Alternatives

## No action needed by CTB

- **Reminder** – If a project is the Preferred Alternative from a STARS or Pipeline project, it is HPP Eligible.
- **Context:** Sometimes projects are submitted that contain a portion of a Preferred Alternative. We want to balance the reality that it may make sense to start with a portion of the alternative, with the chance that a project might ‘touch’ a preferred alternative but that shouldn’t make it HPP eligible.
- We are adding guidance to the Technical Guideline that if a submitter shares a justification during submission about why they submitted a portion of the project, focusing on how the phasing does not segment or eliminate substantial features, VDOT/OIPI or DRPT/OIPI can review and chose to consider the submission as HPP Eligible or not.
- R7 projects that may fall into this situation should reach out to the State agencies quickly.

Aspect	Before	After
<b>Submission Requirement</b>	All recommended improvements must be submitted together.	Individual improvements allowed with State approval.
<b>Flexibility</b>	None; rigid "all-or-nothing" approach.	Allows targeted improvements with oversight.
<b>Anti-Gaming Mechanism</b>	Prevents fragmentation by requiring completeness.	Prevents fragmentation via State review and approval.
<b>State Role</b>	Passive (reviews compliance).	Active (reviews, approvals, rejects as needed).

# FYI – Updates on Smart Scale Communication

## No formal action needed by CTB

- **Reminder** – Last meeting we committed that we would be working on developing Smart Scale educational material for different audiences.
- We are starting this by developing four target audiences (Practitioner, CTB Member, Senior leader / elected official at local agencies, and citizen/advocate).
- For each persona, we will develop a set of questions they need to know the answers to / knowledge they need to have about Smart Scale (in consultation with representative individuals).
- Then we will adjust the materials to address those questions, and get more feedback on if it meets individual expectations.

**ACTION – We will contact some of you to weigh in as a representative CTB member.**