



SMART SCALE

*Funding the Right
Transportation Projects
in Virginia*

Virginia's Performance Based Prioritization Process



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**For More
Information**

smartscale.org



Northern Virginia's system of funding transportation projects has undergone a major transformation

- **Smart Scale allocates most new State capital funds through a performance-based competition.**
- **NVTA regional project funds are also allocated through performance evaluation**
- **Both funding programs are guided by long range, multi-modal plans**



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Part of a national trend
toward State project
prioritization programs



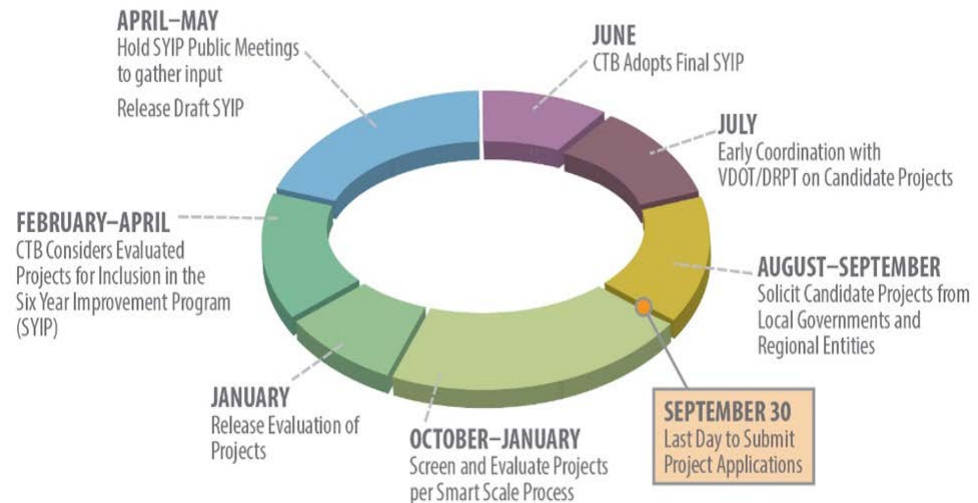
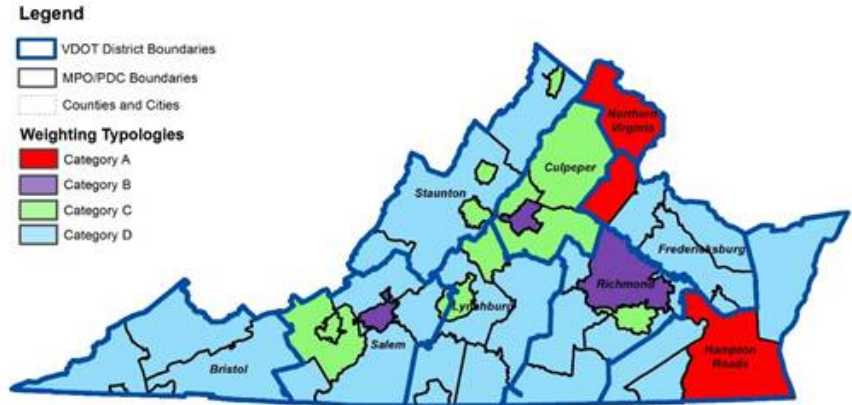


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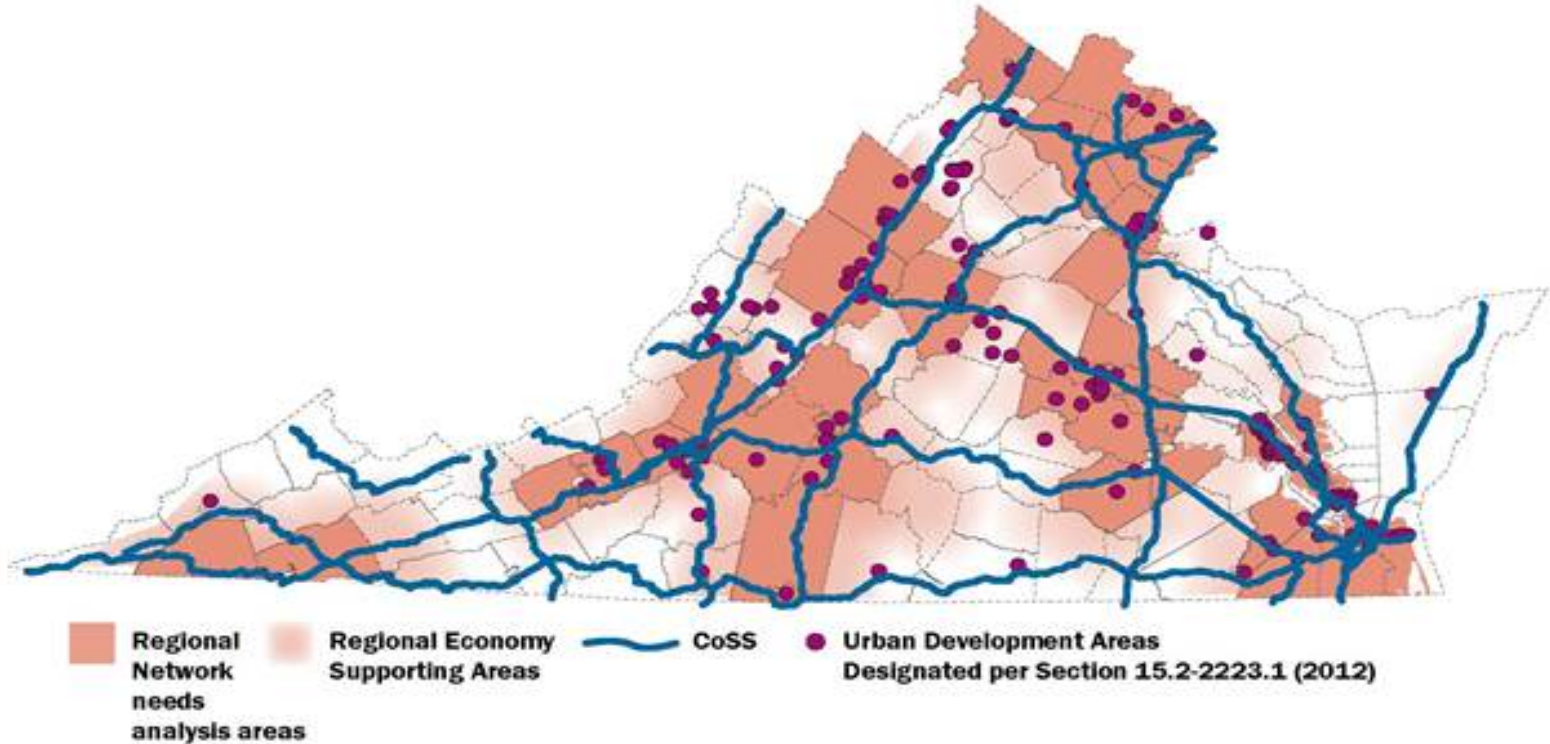
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Smart Scale

- **Competitive statewide application and selection process**
- **Project scores are weighted based on regional “typologies” (Large urban, Urban, rural, etc)**
- **Data driven.**
- **Rigorous validation process**



VTRANS: Virginia's Long-Range Multi-Modal Transportation Plan



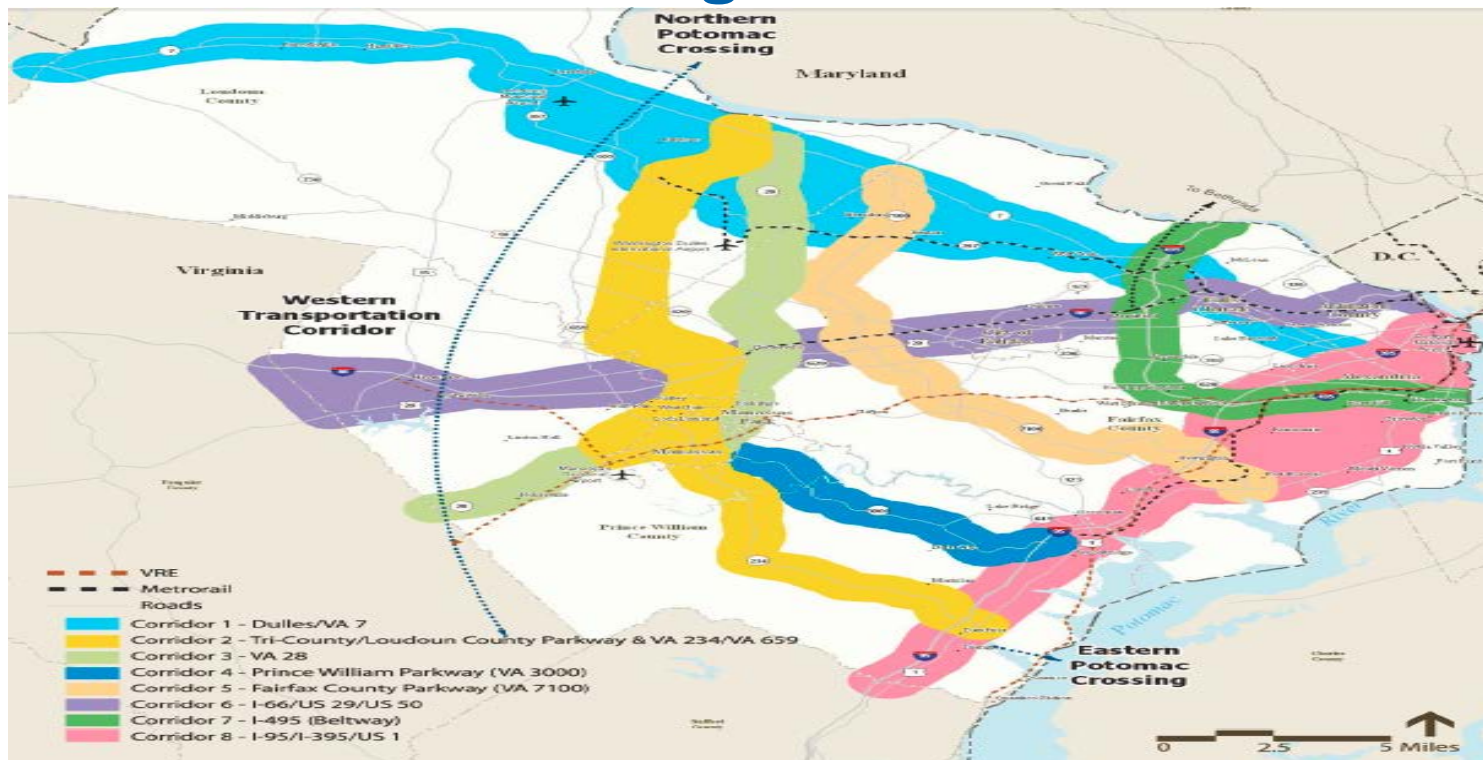
Smart Scale applications that don't meet a VTRANS need are screened out



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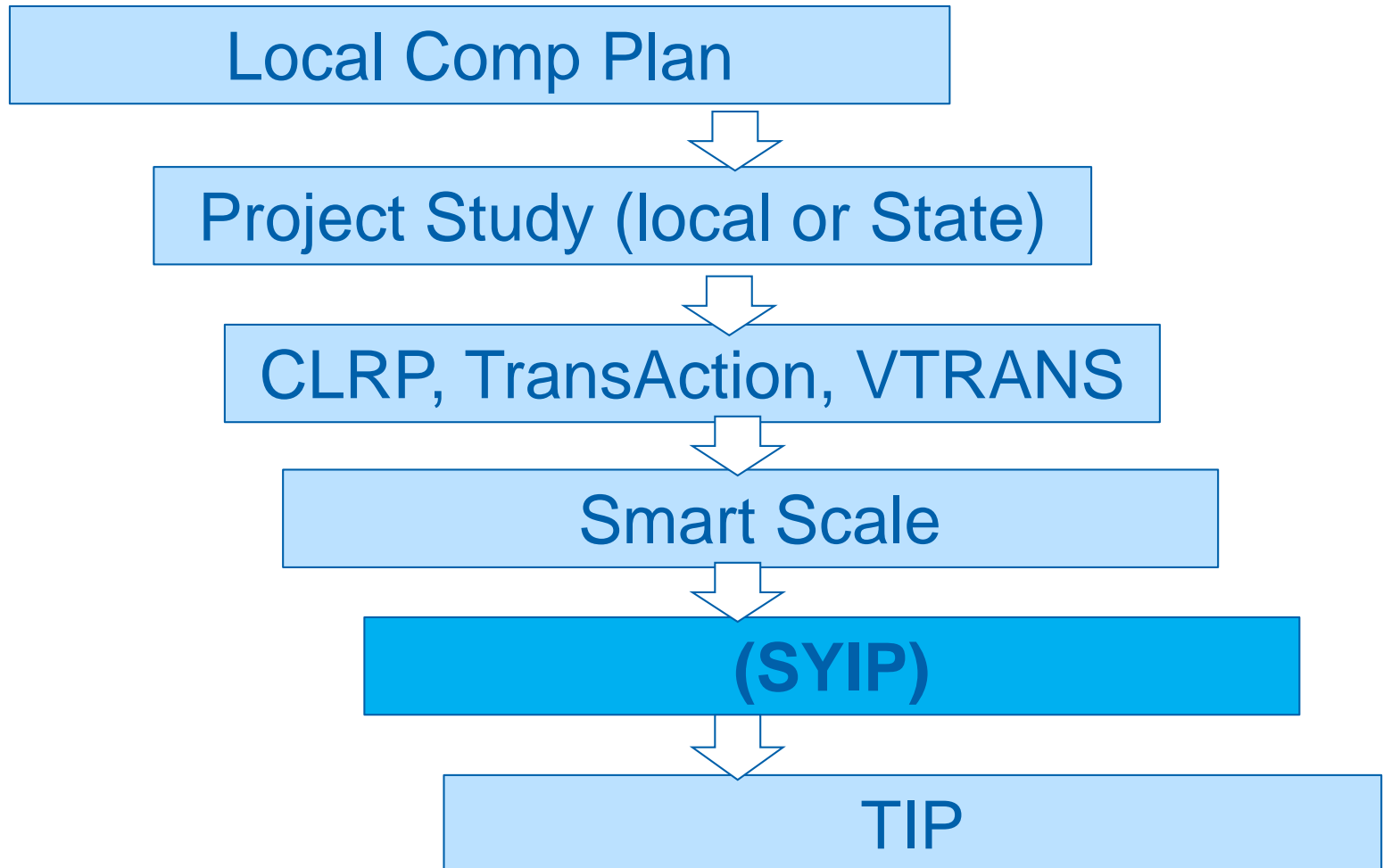
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TRANS ACTION is the NVTA's Unconstrained Regional Multimodal Plan



Projects are funded using HB 599 performance evaluations and NVTA's own scoring factors

Planning and Programming



- **SMART SCALE is about investing limited tax dollars in the right projects that meet the most critical transportation needs in Virginia**
- **2014 legislation directed the Commonwealth Transportation Board to develop a statewide prioritization process**
- **Board must use objective measures for 6 factor areas**
- **Board must consider highway, transit, rail, road, operational improvements and transportation demand management projects.**

Project Eligibility and Screening Process

- Projects must be sufficiently developed
- Studies are not eligible
- Projects must be a capital improvement, transportation demand management or safety project
- Projects must meet a need identified in VTrans 2040, and projects need to address at least one of the following:
 - Corridors of Statewide Significance
 - Regional Networks
 - Improvements to promote urban development areas (UDAs)
 - Address a VTRANS safety need

Applicant Roles and Responsibilities

Scope/ Schedule/ Estimates

Project applications must include the following information:

- **Scope** - The scope should define the limits of the project, its physical and operational characteristics, and physical and/or operational footprint.
- **Cost Estimate** - Cost estimate should be as realistic as possible – considering known information and should account for possible risk and contingencies.
- **Schedule** – Anticipated schedule should be realistic and reflect complexity of project and identify phase durations (PE, RW, CN)

VDOT and DRPT will assist applicants in the development of project scopes, cost estimates, and schedules

What Makes a Good Application?

- **Being conscious of area typology weighting**
- **Project that has gone through planning process**
 - Alternative evaluation
 - Stakeholder support
- **Focus on the problem/needs**
 - Focusing solutions on measurable versus perceived problems
 - Consideration and inclusion of demand-side solutions
 - Value Engineering during planning phase – identifying cost effective solutions
- **Thinking beyond SOVs – opportunities for bike/ped, transit, and other travel demand solutions such as Park and Ride lots**
- **Supplemental information: traffic counts/studies/analysis in supporting docs**

Select a program

HB2

[More Info](#)

[View Applications](#) [Apply Now](#)

Revenue Sharing

[More Info](#)

[View Applications](#) [Apply Now](#)

TAP

[More Info](#)

[View Applications](#) [Apply Now](#)

Highway Safety

[More Info](#)

[View Applications](#) [Apply Now](#)

Bike/Pedestrian Safety

[More Info](#)

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One stop shop for most of the Department's grant programs

Alerts

7

- HB2
- VB Light Rail Extension **Pending**
- Turn Lanes and Access - Rt 8 **Submitted**
- Middle Peninsula Commuter **Pending**
- Revenue Sharing
- TAP
- Highway Safety
- Bike/Pedestrian Safety

Comments

19

- HB2
- VB Light Rail Extension **14**
- Turn Lanes and Access - Rt 8 **2**
- Middle Peninsula Commuter **1**

Applicant Eligibility

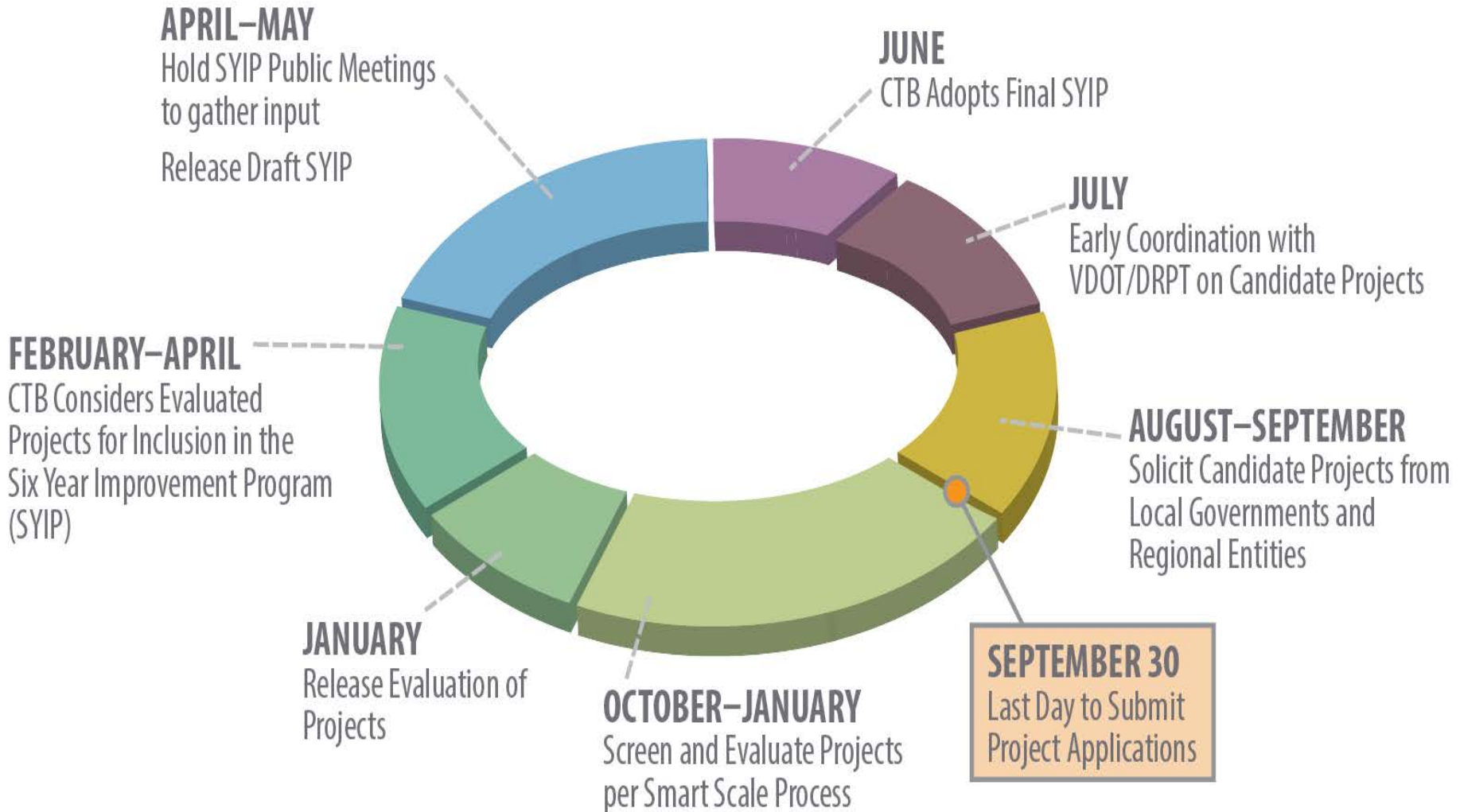
Project Type	Regional Entity (MPOs, PDCs)	Locality (County, City, and Towns)	Public Transit Agency
Corridor of Statewide Significance	Yes	Yes, with resolution of support from relevant regional entity	Yes, with resolution of support from relevant regional entity
Regional Network	Yes	Yes	Yes, with resolution of support from relevant regional entity
Urban Development Area	No	Yes	No
Safety	No	Yes	No



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SMART SCALE Cycle



5%

SAFETY

- # Of Fatal and Injury Crashes (50%)
- Rate of Fatal and Injury Crashes (50%)





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Factors and Measures:

CONGESTION MITIGATION

45%

- **Person Throughput (50%)**
- **Person Hours of Delay (50%)**





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5%

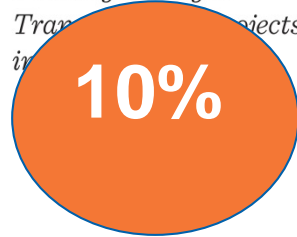
Factors and Measures: **ACCESSIBILITY**

- **Access to Jobs (60%)**
- **Access to Jobs for Disadvantaged Persons (20%)**
- **Access to Multimodal Choices (20%)**



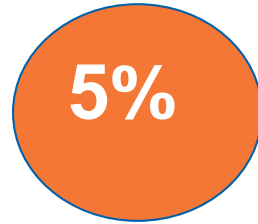
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Factors and Measures: **ENVIRONMENTAL QUALITY**

- **Air Quality & Environmental Effect (50%)**
- **Impact to Natural and Cultural Resources (50%)**



Factors and Measures: **ECONOMIC DEVELOPMENT**

- **Project Support (60%)**
- **Intermodal Access and Efficiency (20%)**
- **Travel Time Reliability (20%)**



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Factors and Measures: **LAND USE**

20%

- **Transportation
Efficient Land
Use (100%)**



Impact of Project Cost

- **“Your estimate becomes your budget”.**
- **Project Cost (total)**
- **Smart Scale Cost (only Smart Scale Funds)**
- **Projects with blended funding compete better**
- **Failure to stay within estimate has consequences**



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Thank You!



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•December 21, 2016