



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

SMART SCALE Update

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MPO Quarterly Coordination Meeting
March 2019



Overview



- Round Three Recap
- Project Readiness/Project Descriptions
- Round 3 feedback
- Round 4 - Submission process under consideration
- Next Steps

Round Three Requests



District	# of Apps	SMART SCALE Request (\$M)	Total \$
Bristol	50	\$656	\$656
Culpeper	43	\$696	\$746
Fredericksburg	35	\$439	\$493
Hampton Roads	58	\$822	\$4,524
Lynchburg	30	\$244	\$270
Northern Virginia	47	\$1,721	\$3,104
Richmond	85	\$1,171	\$1,240
Salem	49	\$731	\$804
Staunton	71	\$477	\$553
GRAND TOTAL	468	\$6,956	\$12,389

\$780M available for Round 3

SMART SCALE



Round 1

Round 2

Round 3

% Change from RD1 / from RD2

Total #
Submitted

321

436

468

46% / 7%

Requested
Funding

7.2B

9.7B

7B

-2.7% / -28%

Available
Funding

1.4B

1B

780M

-44% / -22%

Allocating 5 years
of funding

Allocating 2 years
of funding - \$300M
bonus in SHP from
I-66 OSB

Allocating 2 years
of funding

Screen Out Decisions by Round



**SMART
SCALE**

*Funding the Right
Transportation Projects
in Virginia*

District	Screen Out Decisions by Round		
	1 st	2 nd	3 rd
Bristol	10	5	4
Culpeper	0	0	0
Fredericksburg	0	3	1
Hampton Roads	5	9	2
Lynchburg	2	0	2
Northern Virginia	1	3	4
Richmond	14	7	6
Salem	2	3	4
Staunton	0	3	0
Grand Total	34 of 321 (10.6%)	33 of 437 (7.6%)	24 of 468 (5.1%*)

*excludes
withdrawn
apps

Round Three Screening Decisions



District	# of Apps	Screened Out	Reason to Screen Out			
			VTrans Need*	Project Eligibility*	Project Readiness*	Withdrawn
Bristol	50	6	4	0	1	2
Culpeper	43	1	0	0	0	1
Fredericksburg	35	3	0	0	0	3
Hampton Roads	58	4	0	0	2	2
Lynchburg	30	2	2	0	0	0
Northern Virginia	47	8	1	0	5	2
Richmond	85	6	1	3	4	0
Salem	49	4	1	1	2	0
Staunton	71	1	0	0	0	1
Grand Total	468	35	9	4	15	11

* Some projects screened out for multiple reasons

Round 3 Observations

Project Readiness



- **Round 3 project readiness policy**
 - Major widening and new location projects
 - Demonstrate alternatives to improve existing network considered
 - New interchanges and traffic signals
 - Interchange Justification Request (IJR) or signal warrant/justification completed
- 43% of project screened out because of project readiness concerns
- Project readiness is critical to minimize risks for major project changes and cost overruns

Round 3 Observations

Project Description/Scope



- Ability to evaluate and score a project is dependent on clear and concise scope of work
- Key points scope should address
 - **What** - what is being proposed
 - **Where** - location of each improvement
 - **How much** - measurement (length, width, #)
- Many scopes lacked adequate detail
- Coordination to resolve details = time/resources

 **the
SCOPE
IS
Right**



GOOD SCOPE BAD SCOPE



- Project Detailed Description - The project will include Improvements to the intersection at Constitution Ave (Rte 999) & Summerville Parkway (SR 622). Residential and commercial development have increased crashes at intersection. Additionally development is planned in the vicinity. Improvements at the intersection may include additional lanes, improved signaling or speed reduction.

The dreaded “may” statement

BAD SCOPE



GOOD SCOPE BAD SCOPE



- Project Detailed Description - The project will widen approximately 1600' of Lee Highway from the existing two lane roadway with a center left-turn lane to a four lane urban section with a 16' median and a 10' shared use path along the length of the project. The project limits are from approximately 380' west of the Walmart entrance through the intersection of Lee Highway and Alexis Drive. The project will consist of the construction of two additional 12' travel lanes, a 16' raised median, curb and gutter and a 10' shared use path located on the north side of the roadway. The widening will tie into a proposed Smart Scale project to the east, which is the proposed widening of Lee Highway Phase 3A. The widening will also tie into an approved and under construction Smart Scale project to the west, UPC110799 . Left turn lanes will be constructed and/or improved at all intersections along this section of roadway. The traffic signal located in this section will be coordinated with existing signals.

GOOD SCOPE



GOOD SCOPE BAD SCOPE



- Construct a five foot wide sidewalk plus ADA facilities along the south side of HWY 730, Low Ground Road, from the existing sidewalk just inside the city limits of the City of Emporia, approximately 800 feet to the Spring Hill Village Manufactured Home Park at the Spring Hill Drive intersection.

GOOD SCOPE



GOOD SCOPE BAD SCOPE



- Provide two complete lanes from Spring Street Overpass to Buckville Lane with appropriate bike and pedestrian connections.

BAD SCOPE



GOOD SCOPE BAD SCOPE



-Project will expand the existing roadway to a four lane divided roadway from Coffee Street to Commerce Drive. The project will also include improvements at five signalized intersections, construct sidewalks, and address safety and improve entrances along the corridor.....

BAD SCOPE



GOOD SCOPE BAD SCOPE



- This project provides for the design, right-of-way acquisition, and construction of a single lane roundabout at the intersection of Route 15 and Braddock Road (Route 705). The existing intersection is currently unsignalized and two way stop controlled with Route 15 in a free flow condition. The roundabout will have a 130 foot inscribed circle diameter with 15' lanes within the roundabout and a traversable truck apron. The roundabout will also include splitter islands to reduce vehicle approach speed upon entry to the roundabout.

GOOD SCOPE



Summary of Feedback To-Date



- Perception process favors low cost projects - particularly low cost and bicycle and pedestrian projects
- Perception that most of \$ is going to low cost project or mega projects with little going to medium size projects (\$10-\$30M)
- General recognition that limited funding is major issue

Assessment of Low Cost Bias



- **61 of 98 (62%) project recommend for funding have total cost less than \$5M**
 - Funding requests total \$128M - about 16% of Round 3 pot
- **29 of 98 projects are bike/ped improvements (about 30%)**
 - Funding requests total \$88.6M - about 11% of Round 3 pot
- **30 projects have total cost between \$5M and \$15M**
 - Funding requests total \$194M - about 25% of Round 3 pot
- **7 projects greater than or equal to \$15M**
 - These 7 projects total over \$4.4B (approx \$4B leveraged)
 - Funding requests total \$420M - about 54% of the Round 3 pot

Assessment of Low Cost Bias



- Perceived Low-Cost Bias
 - Percentage of projects being funded in SMART SCALE less than \$5M in cost versus previous SYIP - percentage is actually lower

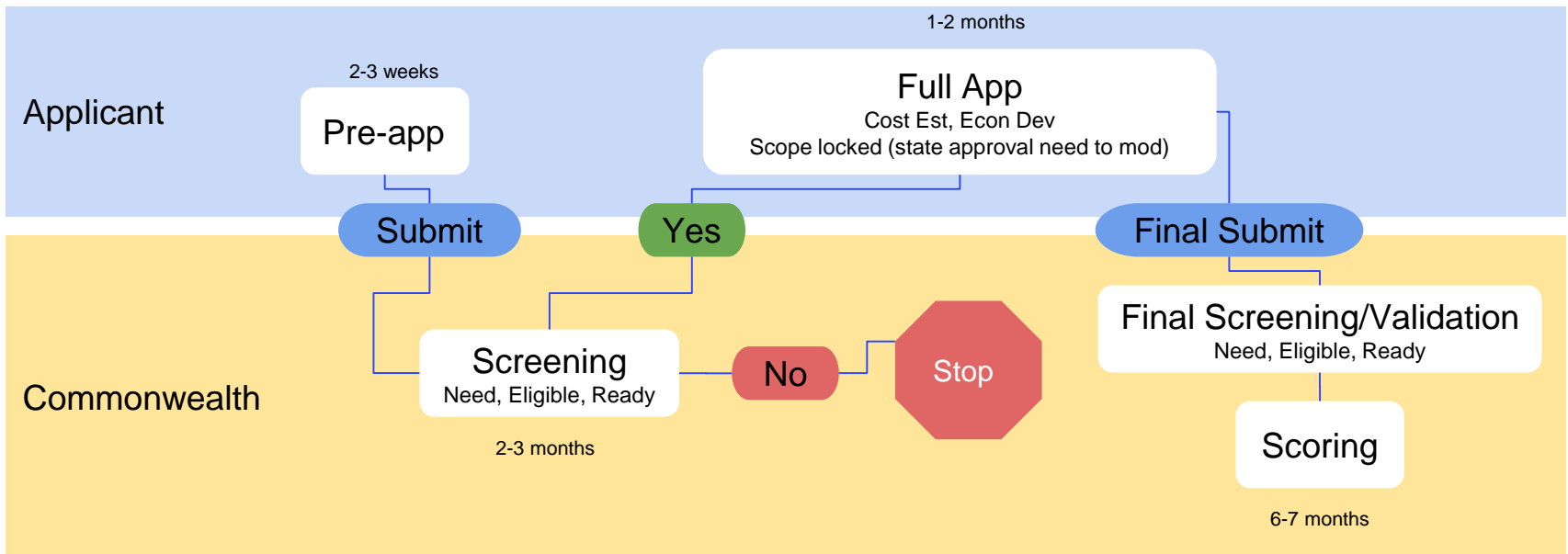
	Funded Projects	
	Total \$ <=\$5M (% of # of projects)	Total \$ <=\$5M (% of \$)
SYIP*	80%	16%
Round 1**	53%	9%
Round 2**	63%	16%
Round 3**	62%	16%

*Analysis excludes projects that would not otherwise be eligible for SMART SCALE

** Analysis includes projects selected for funding

Change under consideration for Round 4

- Pre-App/Application submission



Next steps



- **February - April:** Development of Draft SYIP
- **May CTB Meeting:** Board to discuss revisions to staff recommended funding scenario
- **June CTB Meeting:** Adoption of SYIP
- **Now - March 2020:** Begin developing and refining projects for Round 4