



SMART SCALE

*Funding the Right
Transportation Projects
in Virginia*

SMART SCALE Updates

Nick Donohue
Deputy Secretary of Transportation
September 19, 2017

Updates



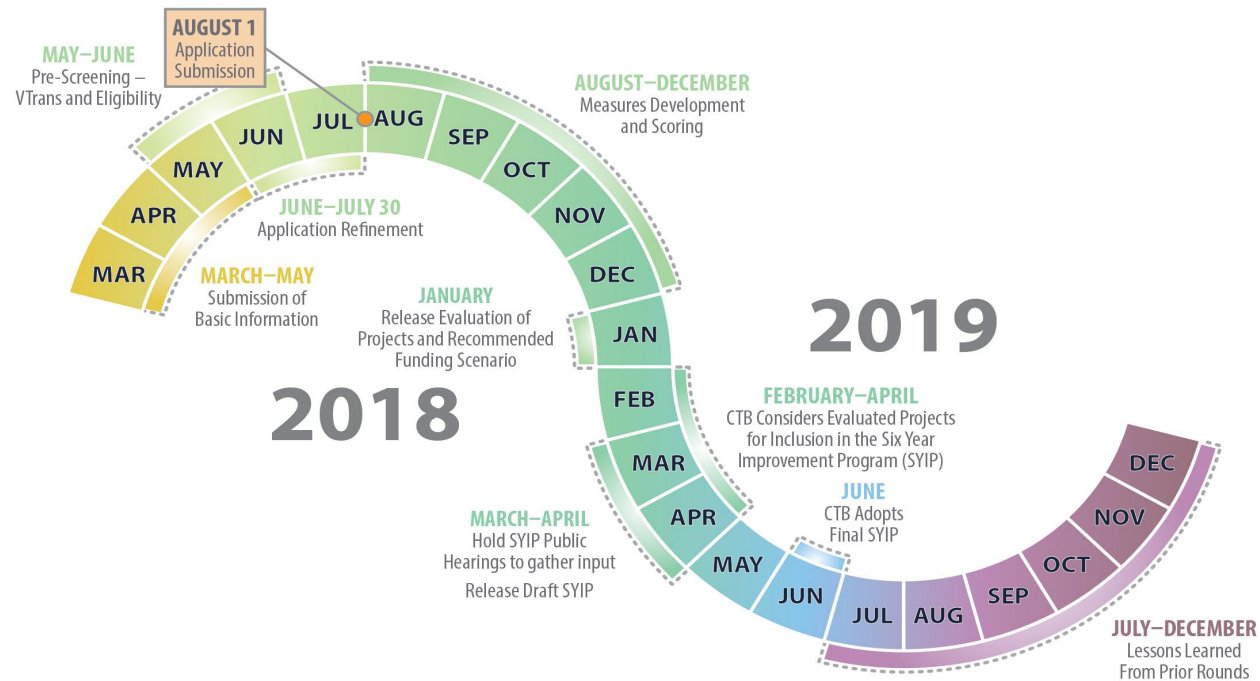
- Recap of proposed Round 3 changes
- Follow-up items from June meeting
 - Economic Development Measure
 - Cap on Square Footage
 - Distressed Communities
 - Congestion Measures
 - Current day demand versus forecasted demand 10 years in future
 - Scaling Throughput
- Summary of Feedback Received

Proposed Changes to Process Recap



Biennial Schedule

- Begin application intake March 1st 2018
- June 1st deadline for creation of an application
- August 1st submission deadline



Proposed Changes to Policy Recap



Application Limits

- Establish 2 tiers based on population

Tier	Localities	MPOs/PDCs/Transit Agencies	Maximum Number of Applications
1	Less than 200K	Less than 500K	4
2	Greater than 200K	Greater than 500K	8

Proposed Changes to Policy Recap



Project Readiness

- Formalize and strengthen policy on required level of project planning
 - ***New interchange on limited access facility***
 - IJR with preferred alternative
 - ***Grade separation of at-grade intersection***
 - At-grade improvement options have been assessed
 - ***New signal***
 - Signal warrants have been met and signal justified
 - ***Major widening***
 - Corridor optimization and alternatives to new lanes have been evaluated
- ***Demonstrate*** that a project has ***public support***, requiring resolution of support from governing body and in MPO areas a resolution of support from the regional entity

Proposed Changes to Policy Recap



Project Eligibility

- Clarify the ineligibility of maintenance and State of Good Repair (SGR) projects
- If project scope is mostly the repair or replacement of existing assets then it is not eligible for SMART SCALE Examples include:
 - **Signal system replacement (mast arms, signal heads)**
 - **Bridge replacement with wider lane widths and/or ped accommodations**

Proposed Changes to Policy Recap



- **Full Funding Policy**
 - Program not intended to replace committed local/regional funding sources, proffers, and/or other committed state/federal funding sources
 - If \$ request is to add components to existing fully funded project then requested components will be analyzed independently
- **Relationship of Major Project Elements**
 - Add guidance that project elements must be associated (contiguous or same improvement type)

Proposed Changes to Measures Recap



Congestion

- Person throughput – scale based on length

Safety

- Remove DUI crashes and use blended rate for fatal and severe injury crashes

Accessibility – A.1 and A.2 - Access to Jobs

- Eliminate the 45 and 60 minute cap for auto and transit job access respectively

Land Use

- More specific definitions of mixed-use development
- New methodology - Accessibility to key non-work destinations such as grocery, healthcare, education, etc.

Proposed Changes to Measures Update



Congestion - Person Throughput – scale based on length

- SMART SCALE team has been working on various methods to better scale throughput based on the size of the project
- Challenges remain and center around the different approaches to calculating throughput - modeled vs non-modeled projects
- Additional time, research and development is needed

Moving Forward

- Team will continue to work on items to address between now and October meeting

Proposed Changes to Measures Update



Congestion - Current Day Demand vs. Forecasted Demand

- **Pros**
 - Would focus on areas that are a problem today - as opposed to something that may be problem in the future
 - Eliminates projections and forecasting, simplifies congestion analysis
- **Cons**
 - Accounting for committed projects in SYIP for modeled improvement - non-standard methodology
 - High growth areas would not be reflected in analysis and limits ability to pro-actively address problems

Proposed Changes to Measures Recap



Economic Development - ED.1 - Site Development

- Remove 0.5 points for consistent with local and regional plans - project specifically referenced in local comp plan or regional economic development strategy = 0.5 points
- **Project in areas with economic needs get up to 0.5 points**
- Zoned properties must get primary/direct access from project
- Conceptual (0.5, 1) vs detailed site plans (2, 4 points) – points based on whether submitted or approved
- Reduce buffer to max of 3 miles
- **Considering establishment of maximum square footage based on project type and based on current level of development - cannot exceed x% of total current square footage in jurisdiction(s)**

Economic Development - ED.2 - Intermodal Access

- Scale freight tonnage-based measure by the length of the improvement

Proposed Changes to Measures Update

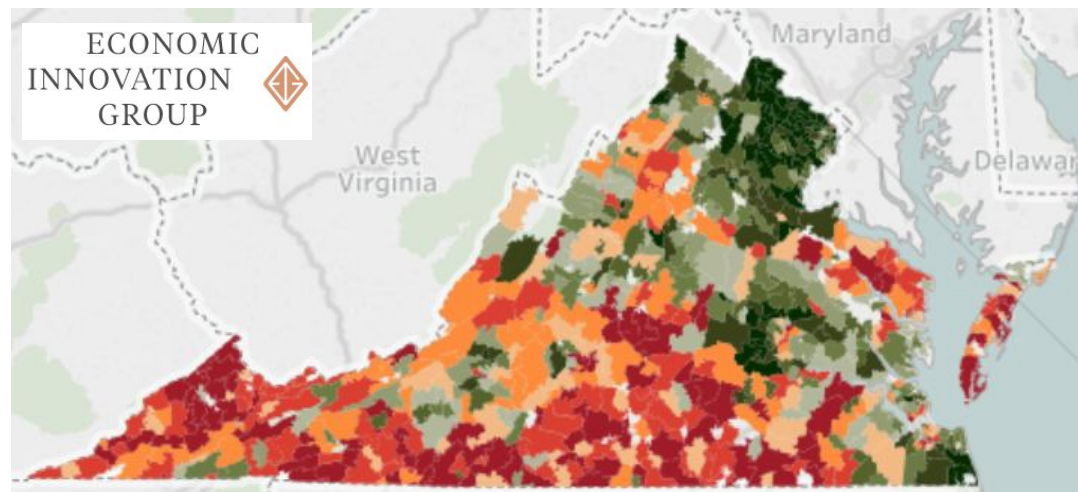


Economic Development - ED.1 - Site Development

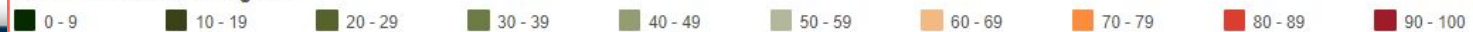
- Project in areas with greater economic needs get up to 0.5 points

Recommendation:

- Utilize data from Economic Innovation Group, data is zip code based
- Values ranges from 100 to 0, with 100 being the most distressed
- Propose calculating points by multiply distress value (as a percentage) by 0.5 points



Distress Score Color Legend



Proposed Changes to Measures Update



Economic Development - ED.1 - Site Development

- Considering establishment of maximum square footage based on project type and based on current level of development - cannot exceed x% of total current square footage in jurisdiction(s)
- **Research and feedback have demonstrated this may not be the best approach**

Recommendation Approach

- Establish statewide limit on amount of square footage, additional documentation required for anything above that amount
 - Conducted review of outliers from previous two rounds
 - 10,000,000 square foot cap appears reasonable, addresses main outliers, and limit impacts

Input Received



Draft Technical Guide made publicly available on August 20, 2017

Application Limits

- Concerns raised on whether the two tier approach provides advantage/disadvantage to populated areas
- Concerns that limit could encourage applicants to submit maximum
- Effect of limits to smaller unincorporated towns - county unwilling to sponsor

Project Eligibility

- Concerns with proposal that proffered improvements not be eligible

Project Readiness

- Requested documentation (IJR, signal warrants, major widening) could be dated by the time funding is available - clarify level of documentation
- Suggestion for templates to document project readiness and alternative evaluation

Input Received



Measures/Methods

- **Congestion**
 - Include weekend analysis
 - Include current year in congestion analysis
- **Safety**
 - Points for preventative treatments
- **Accessibility**
 - Support and Opposition to removing 45/60 minute caps on access to jobs
- **Economic Development**
 - Increase buffer area for larger capacity projects
 - Higher weighting for Intermodal Access and Travel Time Reliability when competing for High Priority Program
 - Clarify definition of “primary access” for zoned only properties
- **Land Use**
 - Larger buffer for larger projects
 - More information on ‘non-work’ accessibility measure

Schedule and Next Steps



September – October - Fall Transportation Meetings

- Training and Outreach on proposed changes
- Receive public comment on proposed changes

October 20, 2017 - Deadline to submit comments on Draft SMART SCALE Technical Guide

October CTB Meeting

- Adopt Revised CTB Policy and Policy/Technical Guides



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Paul Milde
FAMPO Chairman

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September 21, 2017

The Honorable Aubrey Layne
Secretary of Transportation
Commonwealth of Virginia
1111 East Broad Street
Richmond, VA 232191

RE: Concerns of Draft State Recommendation for Application Limits for Smart Scale Round 3

Dear Secretary Layne:

We are writing to express our concern that the Draft State Recommendation for Smart Scale Round application limits would disproportionately limit the number of applications for localities and MPOs/PDCs compared to transit agencies. Localities and MPOs/PDCs have broader multimodal transportation planning responsibilities than transit agencies, and therefore it does not appear reasonable that transit agencies would have the same number of applications as a locality or MPO/PDC for a given Tier Level. The application limits for localities and MPOs/PDCs also appear a little low. As a result, we request consideration of an alternate application limit approach that would limit the number of applications for Tier 1 localities and MPOs/PDCs at 5 and for Tier 2 at 10, while transit agencies would be limited to 2 at Tier 1 and 4 at Tier 2 as shown below. This alternate application limit approach would reduce the potential maximum number of Smart Scale applications compared to the Draft State Recommendation.

Draft State Recommendation

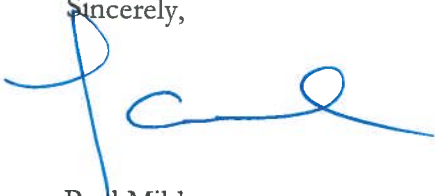
Tier	Localities		MPOs/PDCs		Transit Agencies	
1	< 200K	4	< 500K	4	< 500K	4
2	> 200K	8	> 500K	8	> 500K	8

FAMPO Input

Tier	Localities		MPOs/PDCs		Transit Agencies	
1	< 200K	5	< 500K	5	< 500K	2
2	> 200K	10	> 500K	10	> 500K	4

I appreciate your consideration of this request. If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Paul Milde
Chairman

**Cc: FAMPO Policy Committee
State Legislative Delegation
CTB Members**