



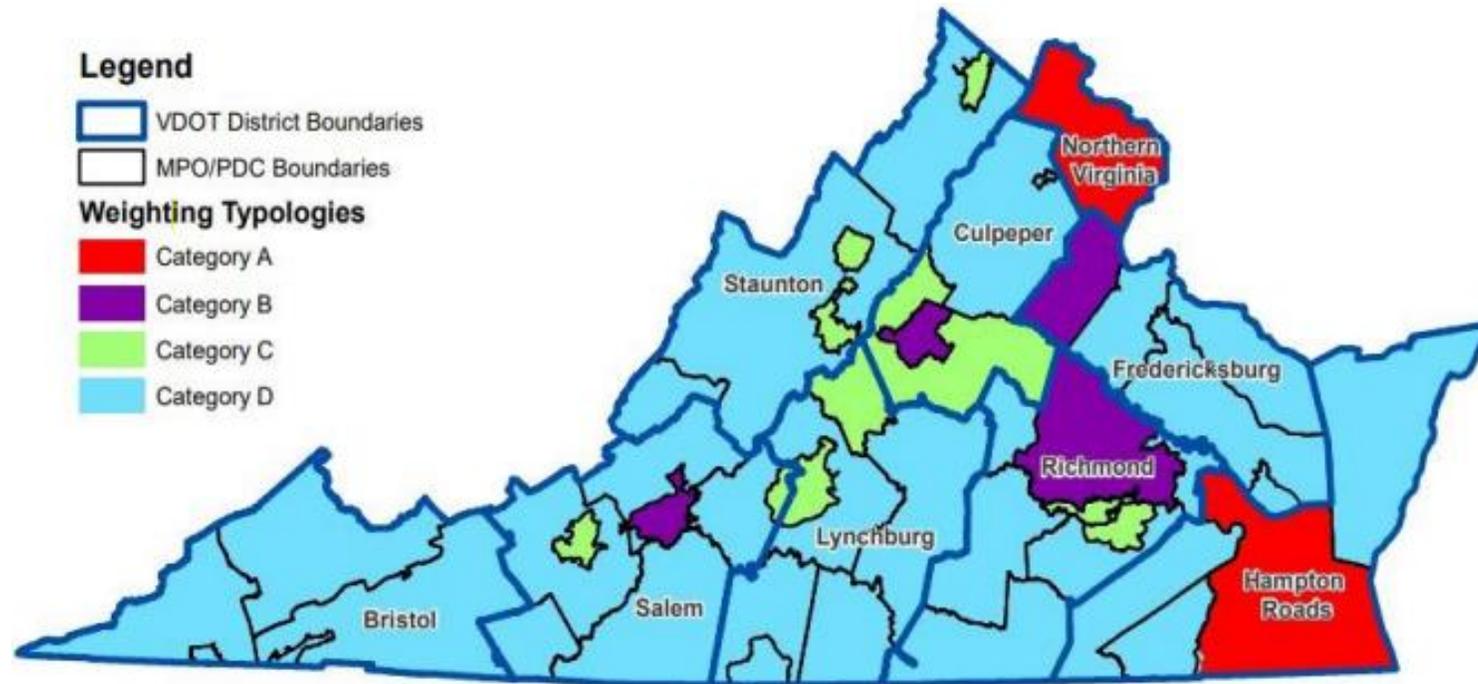
# Proposed Smart Scale Modifications

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# Background

- Smart Scale created by the General Assembly in 2014.
- HB 2 (2014) directed Commonwealth Transportation Board (CTB) to develop and implement the prioritization process for the transportation funding for roadway, transit, rail, technology operation improvements, and transportation demand management strategies.
- Projects scored based on congestion mitigation, economic development, accessibility, safety, land use, and environmental quality.



Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%	5%	15%	5%	10%	20%
Category B	15%	20%	20%	20%	10%	15%
Category C	15%	25%	15%	25%	10%	10%
Category D	10%	30%	10%	30%	10%	10%

# Programs Funded through Smart Scale

- Programs Funded:
  - High Priority Projects Program (HPP) - Projects and Strategies that address a need identified for a corridor of statewide significance or regional network.
    - Regional entities, localities, and public transit agencies can apply
  - District Grant Program (DGP) - projects and strategies that address a need in the Statewide Transportation Plan
    - Only localities can apply.
- Round 5 completed this summer.
  - \$1.085 billion in DGP
  - \$558.7 million in HPP
- CTB currently undertaking a review of the program.
  - Expected to vote on changes in December.

# Proposed Changes – Application Quality

Issue: Applicant support needed and application quality

Applications currently limited to:

- 4 for localities <200,000 and Regional/Transit Agencies <500,000
- 10 for localities >200,000 and Regional/Transit Agencies >500,000

*Office of Intermodal Planning and Investment (OIPI) Recommendations:*

- 1. Reduce application limit to 2 and 5, respectively*
- 2. Streamline the application portal*
- 3. Screen out applications if they fail to meet requirements*
- 4. Tie funding to prior performance*

## **Proposed comments:**

- **Concerns with reduction in cap. County usually submits 6-8 applications.**
- **Process is objective, but also complex and time consuming. Suggest simplifying.**

# Proposed Changes – Small Projects More Likely to Get Funded

Issue: Perception that Lower-Scoring Projects Are Being Funded Over Higher-Scoring Projects.

- Numerous projects with Project Benefit Scores less than or equal to 1.0 (out of 100) were funded
- *OIPI Recommendation: Define type of project eligible for HPP funding: New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High-Capacity Fixed Guideway Transit, Transit Transfer Stations, and New Bridge.*

**Proposed Comment: Comfortable with this refinement, but support also including Bus Rapid Transit, whether or not it is in a Fixed Guideway.**

# Proposed Changes – Small Projects More Likely to Get Funded (Continued)

## CTB Smart Scale Funding Steps

- *OIPI Recommendation: Eliminate Funding step that allows applications submitted by regional agencies to be funded before other higher-scoring projects.*



## Proposed Comments:

- County is comfortable with this recommendation.
- High land acquisition, utility relocation, contingency, and other costs, especially in Northern Virginia and other urban areas, creating inflated total project estimates for most of our projects. Project costs should be normalized to be more comparable statewide.

# Proposed Changes – Congestion Mitigation Factor

- Issue: Projects aren't receiving the full projected benefits as they're analyzed in existing year conditions. Project design requirements accommodate future growth volumes, but congestion scoring is in the current day
- *OIPI Recommendation: Calculate congestion benefits for 10 years in the future.*

**Proposed Comment: Measure should consider both existing and future benefits.**

# Proposed Change – Economic Development Factor

- Issue: Disconnect between square footage and economic benefit. Planned or zoned Site Building Square Footage in the vicinity of the proposed transportation project was used as the measure.
- *OIPI Recommendation: Use Statewide Database of Economic Development Properties versus Manual Applicant Entry*

**Proposed Comment: The Commonwealth should consider ways to incorporate development sites may not be included in the state database.**

# Proposed Changes – Land Use Factor

- Issue: Land Use factor drives total benefits, at a rate of 2Xs. In Round 5, Land Use accounted for greater than 40% of total benefit score and increased for smaller projects.
- *OIPI Recommendation: Make Land Use a multiplier to the other factor areas and transfer the percentage weights to Congestion Mitigation and Safety.*

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality
Category A	50% (+5%)	5%	15%	20% (+15%)	10%
Category B	25% (+10%)	20%	20%	25 (+5%)	10%
Category C	20% (+5%)	25%	15%	30% (+5%)	10%
Category D	10% (+0%)	30%	10%	40% (+10%)	10%

**Proposed Comment: As many County projects generally have high land use scores, but also score well in other criteria, this impact of this proposal is currently unknown.**

# Land Use Score Change - Example

SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land use	
Measure	C.1	C.2	S.1	S.2	A.1	A.2	A.3	ED.1	ED.2	ED.3	E.1	E.2	L.1	L.2
	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Square Feet of Commercial/Industrial Development Supported	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Transportation-Efficient Land Development	Increase in Transportation-Efficient Land Development
Measure Value	260.9	0.0	44.2	232.7	12.0	13.8	782.8	18,821,200	0	49,957,400	37.8	0	30.8	32.0
	persons	person hrs.	EPDO	EPDO / 100M VMT	jobs per resident	jobs per resident	adjusted users	adj sq ft	daily tons	adj. buffer time/index	adjusted points	impacted acres	access pop/emp density-h	access pop/emp density change
Normalized Measure Value (0-100)	10.5	0.0	8.0	0.1	2.2	3.0	63.0	100	0.0	0.9	37.8	0	44.3	46.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%		50%	50%
Factor Value	5.3		5.7		14.5			60.2			37.8		45.3	
Factor Weight (% of Project Score)	<del>45%</del> 50%		<del>5%</del> 20%		15%			5%			10%	5 (max point reduction)	20%	
Weighted Factor Value	2.4 2.7		0.3 1.1		2.2			3.0			3.8	0.0	9.4	
Project Benefit	<del>20.7</del> (2.7+1.1+2.2+3.0+3.8+0.0)*1.45 = 18.5													
SMART SCALE Cost	\$208,957,000													
SMART SCALE Score (Project Benefit per \$10m SMART SCALE Cost)	<del>1.0</del> 0.9													

**Multiplier Calculation**  
 $(1 + [45.3/100]) = 1.45$

# Results of Proposed Changes on Round 5

## SMART SCALE Process Review Northern Virginia Scenario Analysis

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9047	A	NOVA	Fairfax County	Route 7 Widening (I-495 to I-66)	Highway	BikePed	x	x	\$244.5	\$209.0			Added	HPP	Stays Out		Stays Out		3	Stays Out		20	Stays Out		61
9177	A	NOVA	Arlington County	Arlington Blvd / Manchester St Left Turn Lane Extensions	Highway	None	x	x	\$3.9	\$3.9	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Dropped		-139	Dropped		-150
9080	A	NOVA	Fairfax City	South Street Extension	Highway	BikePed & Transit	x	x	\$23.8	\$23.8	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-128	Dropped		-136
9341	A	NOVA	Prince William County	Route 294 (Prince William Parkway) Corridor Improvements	Highway	BikePed	x	x	\$22.6	\$22.6			Stays Out		Added	HPP	Stays Out		-5	Stays Out		-23	Added	HPP	-22
9083	A	NOVA	Fairfax County	Route 7 Widening (Route 123 to I-495)	Highway	BikePed	x	x	\$78.5	\$38.5			Stays Out		Added	HPP	Stays Out		-10	Added	DGP	21	Added	DGP	5
9328	A	NOVA	Prince William County	US 29 (Lee Highway) Corridor Improvements	Highway	BikePed	x	x	\$35.2	\$35.2			Stays Out		Stays Out		Stays Out		60	Stays Out		53	Added	HPP	130
8985	A	NOVA	Loudoun County	Cascades Pkwy Bike & Ped (Church Rd. to Victoria Station Dr)	BikePed	None	x	x	\$10.0	\$9.0			Stays Out		Added	HPP	Stays Out		-12	Added	DGP	-16	Stays Out		-30
8986	A	NOVA	Loudoun County	Cascades Pkwy Bike&Ped (Nokes Boulevard to Woodshire Drive)	BikePed	None	x	x	\$21.9	\$20.9			Stays Out		Added	HPP	Stays Out		-8	Stays Out		-18	Stays Out		-32
9141	A	NOVA	Loudoun County	Lovettsville - Berlin Turnpike at E Broad Way Intx	BikePed	Highway	x		\$2.6	\$2.6	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Dropped		-276	Dropped		-288
9314	A	NOVA	Loudoun County	Lovettsville - S. Loudoun & S. Locust St Ped Improvements	BikePed	Highway	x	x	\$8.5	\$6.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		-299	Dropped		-300
9149	A	NOVA	Fairfax City	George Snyder Trail Eastern Extension	BikePed	Highway & Transit	x	x	\$9.5	\$9.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-12	Dropped		-61	Dropped		-84
8974	A	NOVA	Loudoun County	Franklin Park to Town of Purcellville Trail	BikePed	None	x	x	\$9.2	\$6.8	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-1	Dropped		-109	Dropped		-107

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
<b>Projects Funded/Added</b>	12	1	4	0	2	3
<b>Projects Dropped</b>	-	0	0	0	6	6
<b>Net SS Award (millions)</b>	\$115.8	\$209.0	\$91.0	\$0.0	-\$5.5	\$43.3
<b>Unallocated DGP (millions)</b>	\$9.0	\$9.0	\$9.0	\$9.0	\$14.5	\$23.5

Note - CTB Member Consensus Modifications

Fund with HPP

App ID 9083 Route 7 Widening (Route 123 to I-495) for \$38.5M

Questions / Comments