



Smart Scale Process and Policy Questions

Board Transportation Committee
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Virginia's Smart Scale Funding Programs

- District Grants Program (DGP)
 - Address a need in the Statewide Transportation Plan
 - Only localities can apply
- High-Priority Projects Program (HPPP)
 - Address a need for a corridor of statewide significance or regional network
 - Regional entities, localities, and public transit agencies can apply

	HPPP	DGP*
Improvement addresses need on Corridors of Statewide Significance	Yes	Yes
Capacity need on Regional Networks	Yes	Yes
Improvement to support Urban Development Areas	No	Yes
Improvement addresses VTrans specified Safety need	No	Yes

*Only projects submitted by localities are eligible.

Who Can Apply

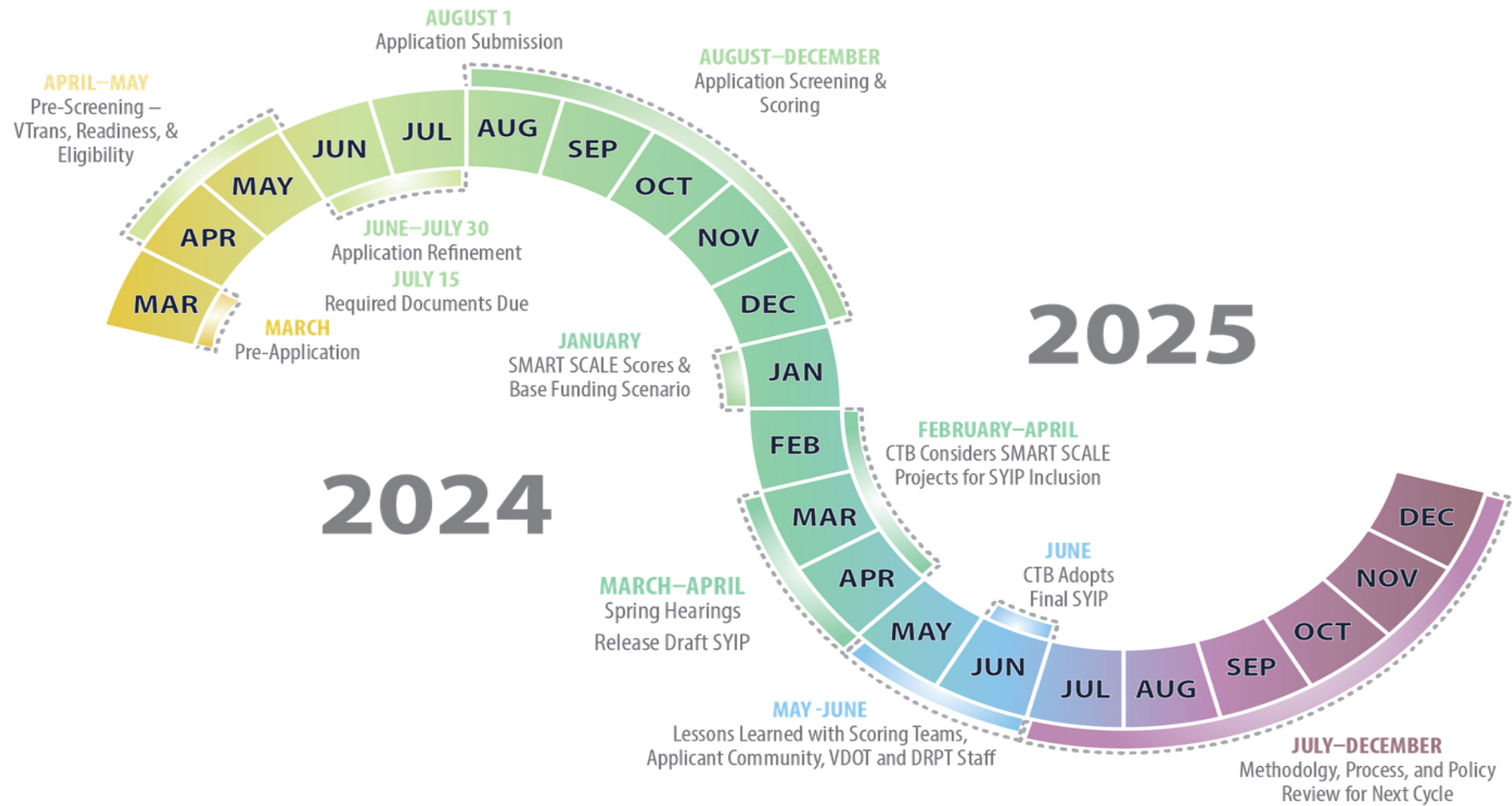
- Regional entities (Metropolitan Planning Organizations, Planning District Commissions)
- Counties, cities and towns that maintain their own infrastructure and qualify to receive maintenance payments
- Public transit agencies
- Localities and regional bodies may submit applications for projects that cross boundaries
- Commonwealth Transportation Board (CTB) can submit up to two projects

Localities can apply for both programs and all project types. Other entities can only apply for some HPPP-eligible projects.

Project Type	Regional Entity (MPOs, PDCs)	Locality	Public Transit Agencies
Corridor of Statewide Significance	Yes	Yes, with a resolution of support from relevant regional entity	Yes, with a resolution of support from relevant regional entity
Regional Network	Yes	Yes, with a resolution of support from the relevant MPO*	Yes, with a resolution of support from relevant regional entity
Urban Development Area	No	Yes, with a resolution of support from the relevant MPO*	No
Safety	No	Yes, with a resolution of support from the relevant MPO*	No

* Projects within established MPO study areas that are identified in or consistent with the regionally adopted Constrained Long-Range Plan do not require a resolution of support.

Application Schedule



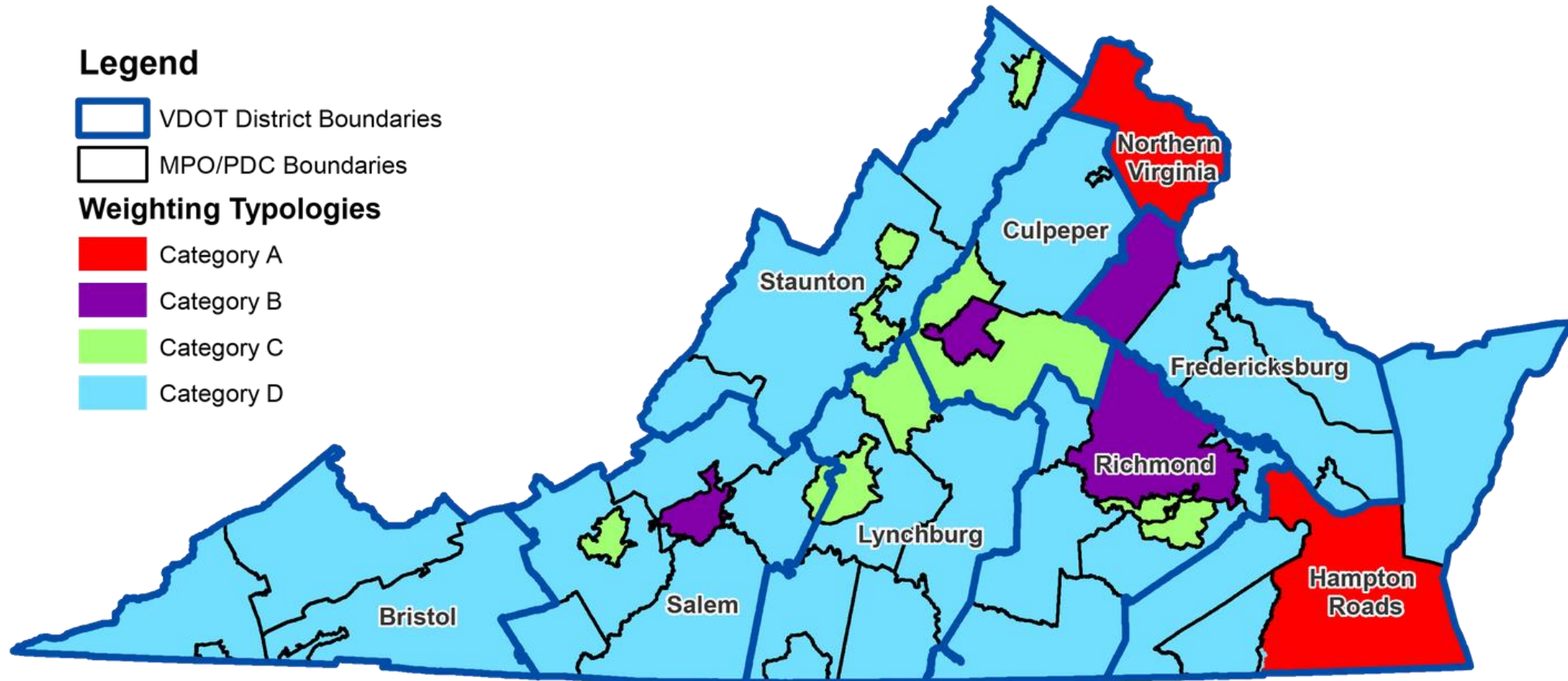
<https://smartscale.virginia.gov/how-it-works/>

Factors and Evaluation Measures

- Congestion Mitigation
 - 50% - Person throughput
 - 50% - Person hours of delay
- Safety
 - 70% - Equivalent Property Damage Only (EPDO) of fatal and injury crashes (100% for transit and TDM projects)
 - 30% - EPDO rate of fatal and injury crashes
- Accessibility
 - 60% - Access to jobs
 - 20% - Access to jobs for disadvantaged persons
 - 20% - Access to multimodal choices
- Environmental Quality
 - 100% - Air quality and environmental effect
 - 0% - Impact to natural and cultural resources (subtract up to 5 points)
- Economic Development
 - 60% - Project support for economic development
 - 20% - Intermodal access and efficiency
 - 20% - Travel time reliability
- Land Use Coordination
 - 50% - Transportation-efficient land use
 - 50% - Increase in transportation-efficient land use

Factor Weighting

- Four categories for Factor Weighting throughout the Commonwealth.



<https://smartscale.virginia.gov/how-it-works/>

Factor Weighting

	SAFETY	CONGESTION MITIGATION	ACCESSIBILITY	LAND USE	ECONOMIC DEVELOPMENT	ENVIRONMENTAL QUALITY
Category A	15 percent	45 percent	25 percent	*	5 percent	10 percent
Category B	20 percent	25 percent	25 percent	*	20 percent	10 percent
Category C	30 percent	20 percent	15 percent	*	25 percent	10 percent
Category D	40 percent	10 percent	10 percent	*	30 percent	10 percent

*Up to 100% added to the benefit score based on normalized measure performance

Prioritization and Recent Outcomes

- Office of Intermodal Planning and Investment (OIPI) recommends funding scenario determined as follows:
 - Step 1: Fund top scoring district projects eligible for District Grant Program funds
 - Step 2: Fund remaining statewide top scoring projects eligible for High-Priority Projects Program funds
 - Remaining balances reserved to address budget adjustments or for allocation in a subsequent round

2025 OIPI Staff Recommended Funding Scenario

District	Number of Applications	DGP Available	Previous DGP Cost Increases	HPP Available	Step 1		Step 2		Funded in Staff Scenario	Total Allocated
					DGP Allocated	DGP Remaining	HPP Allocated	HPP Remaining		
Bristol	20	\$37.0			\$27.2	\$9.8	\$0.0		3	\$27.2
Culpeper	24	\$68.0	-\$6.6		\$57.0	\$4.3	\$36.4		4	\$93.5
Fredericksburg	34	\$76.2			\$73.5	\$2.7	\$16.8		4	\$90.3
Hampton Roads	31	\$121.6			\$111.9	\$9.7	\$27.3		11	\$139.2
Lynchburg	12	\$85.9			\$82.4	\$3.5	\$0.0		4	\$82.4
Northern Virginia	23	\$97.4			\$88.7	\$8.8	\$0.0		4	\$88.7
Richmond	65	\$104.9			\$82.6	\$22.2	\$255.8		14	\$338.5
Salem	34	\$64.3			\$53.9	\$10.3	\$0.0		3	\$53.9
Staunton	27	\$39.4	-\$6.0		\$25.3	\$8.1	\$44.7		6	\$69.9
Statewide HPP				\$384.7						
Total	270	\$694.6		\$384.7	\$602.5	\$79.5	\$381.0	\$3.6	53	\$983.6

Starting Total	\$1,079.3
Remaining Total	\$83.1

<https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2025/may/pres/smart-scale-2025-05.pdf>

Final Funding Scenario

District	# of Apps	DGP Available	Previous DGP Cost Increases	HPP Available	Step 1		Step 2		Step 3 - Consensus		Funded in Consensus Scenario	Total Allocated
					DGP Allocated	DGP Remaining	HPP Allocated	HPP Remaining	DGP Allocated	DGP Remaining		
Bristol	20	\$37.0			\$27.2	\$9.8	\$0.0		\$6.7	\$3.1	2	\$33.9
Culpeper	24	\$68.0	-\$6.6		\$57.0	\$4.3	\$36.4		\$0.0	\$4.3	4	\$93.5
Fredericksburg	34	\$76.2			\$73.5	\$2.7	\$16.8		\$0.0	\$2.7	4	\$90.3
Hampton Roads	31	\$121.6			\$111.9	\$9.7	\$27.3		\$1.4	\$8.3	11	\$140.6
Lynchburg (see slide 9)	12	\$85.9	-\$3.5		\$82.4	\$3.5	\$0.0		\$0.0	\$0.0	4	\$85.9
Northern Virginia	23	\$97.4			\$88.7	\$8.8	\$0.0		\$1.3	\$7.5	3	\$90.0
Richmond	65	\$104.9			\$82.6	\$22.2	\$255.8		\$21.8	\$0.4	16	\$360.3
Salem	34	\$64.3			\$53.9	\$10.3	\$0.0		\$0.0	\$10.3	3	\$53.9
Staunton	27	\$39.4	-\$6.0		\$25.3	\$8.1	\$44.7		\$5.4	\$2.7	6	\$75.3
Statewide HPP				\$384.7								
Total	270	\$694.6		\$384.7	\$602.5	\$79.5	\$381.0	\$3.6	\$33.6	\$45.9	53	\$1,017.2

Starting Total	\$1,079.3
Remaining Total	\$49.5

*HPP Dollars were not recommended to change in Step 3

<https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2025/may/pres/smart-scale-2025-05.pdf>

Reasons for Recent Outcomes

Project Cost / Size

- Increased costs in NOVA projects. Inflation has increased significantly over the past few years.
 - Most Fairfax County projects received high benefit scores, but low Smart Scale scores due to costs.
- Process continues to benefit smaller projects/projects with lower cost.

Communications

- Cost estimates for submissions are prepared in coordination with VDOT NOVA but later revised by OIPI.
- Applications submitted in August, County given little time to review/agree to updated costs in December.

Full Funding Policy

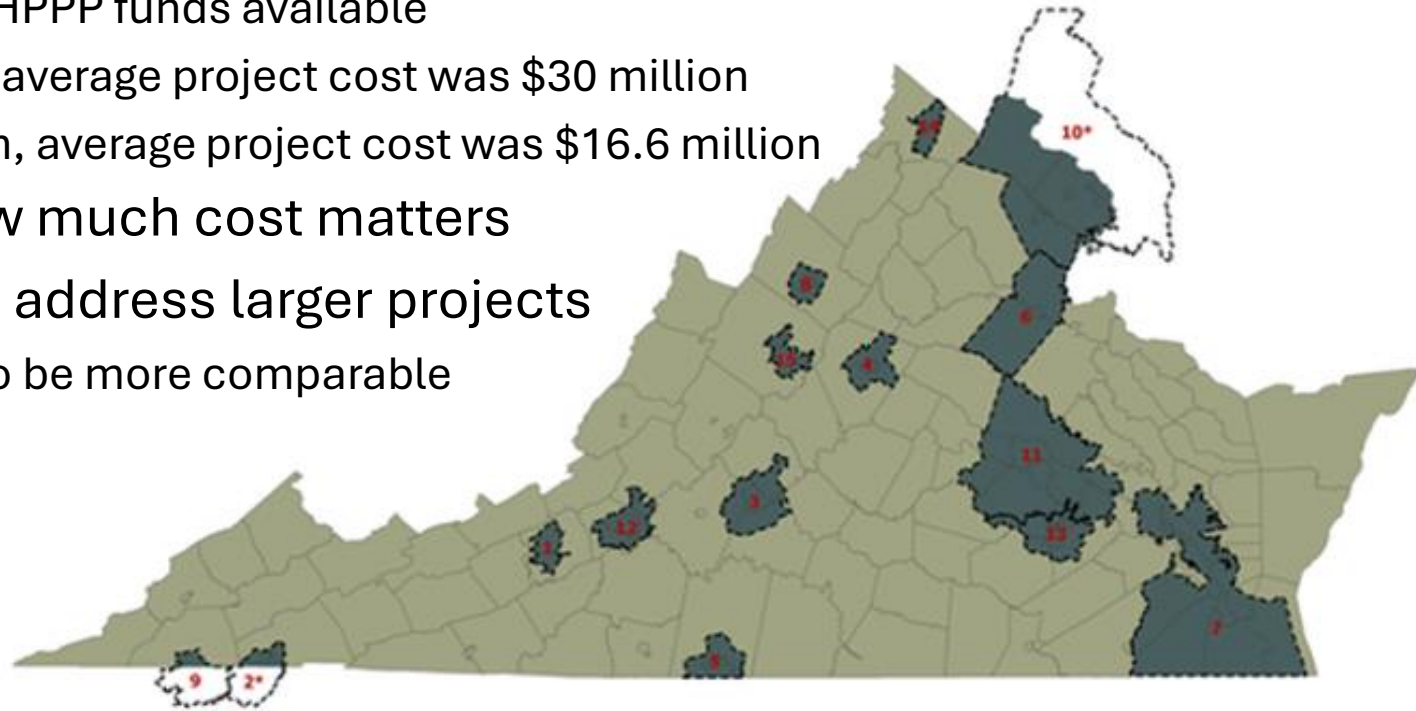
- Applicants expected to have full funding on-hand, less their request.

Project Readiness and Documentation Requirements

- Excessive readiness requirements considering funding is not available for five years.
- Documentation (signal justifications reports, warrant analysis, etc.) are required before needed for the project timeline. Results in work that will need to be updated/repeated, further adding to costs.

Potential Solutions / Changes

- Utilize regional projects submissions more
 - MPOs received over 70% of the total HPPP funds available
 - Average MPO award was \$27 million, average project cost was \$30 million
 - Average DGP award was \$15.5 million, average project cost was \$16.6 million
- Submit smaller projects to test how much cost matters
- Advocate for legislative changes to address larger projects
 - Project costs should be normalized to be more comparable statewide
- Better communication
 - If OIPI proposes changes in project costs, discussions regarding those changes need to happen earlier



Virginia MPOs: <https://www.vampo.org/mpo-map>



Feedback Requested from the Board

- Which of the solutions discussed are you most interested in staff investigating in more detail?
- Are there other issues or solutions you would like to be examined further?

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