COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

SMART SCALE
Transportation Prioritization Process

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Deputy Secretary of Transportation
April 5, 2019
Virginia’s Statewide Prioritization Process

• Legislation championed by Democratic Governor and the Republican Speaker of the House
  – Unanimously passed House and Senate

• Requires Commonwealth Transportation Board to use objective and quantifiable process for the allocation of construction funds

• Policy developed over a 14 month period and adopted by Commonwealth Transportation Board in June 2015
Context for Reform

- Legislature enacted significant transportation revenue package in 2013
- Decision-making process was opaque and sense that it was driven by politics
- Lawmakers and stakeholders concerned that state was not advancing projects that addressed the more urgent needs
- Governor campaigned on reforming transportation to ‘pick the right projects, build the best ones’
Keys to Political Support

- Broad based evaluation – something for everyone
- Recognizes that different parts of the state have different needs
- Mode-neutral
- Legislature controlled by opposite party of Administration
- Did not impact fully-funded projects
Public Engagement is Critical

- 27 Commonwealth Transportation Board public hearings across the state
- Stakeholder session in every construction district
- Individual meetings with every Metropolitan Planning Organization
- Numerous presentations at stakeholder and association conferences
All projects are evaluated using the following:

- Congestion mitigation
- Economic development
- Accessibility
- Safety
- Environmental Quality
- Land Use (only in areas over 200,000)
### Transparency and Accountability

#### E Smart Cities: Centralized Transit SP / EV Preemption

A citywide centralized TSP/EVP system to manage priority and preemption requests is proposed to improve emergency response, maintain transit schedules, lower emissions, and improve multimodal operations. The system will leverage ongoing ATMS upgrades.

<table>
<thead>
<tr>
<th>Project Location</th>
<th>Richmond</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMART SCALE Area Type</td>
<td>B</td>
</tr>
<tr>
<td>Submitting Entity</td>
<td>Richmond City</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>Not Started</td>
</tr>
<tr>
<td>Right of Way</td>
<td>Not Needed</td>
</tr>
<tr>
<td>Construction</td>
<td>Not Started</td>
</tr>
<tr>
<td>Expenditures to Date</td>
<td>N/A</td>
</tr>
<tr>
<td>Key Fund Sources</td>
<td>N/A</td>
</tr>
<tr>
<td>Administered By</td>
<td>Locality</td>
</tr>
<tr>
<td>Eligible Funding Program(s)</td>
<td>Both</td>
</tr>
<tr>
<td>VTrans Need</td>
<td>East-West CoSS</td>
</tr>
</tbody>
</table>

(Click for details)

#### SMART SCALE Requested Funds
- Requested Funds: $1,911,080
- Total Project Cost: $1,911,080
- Project Benefit: 4.0
- Project Benefit / Total Cost: 20.8

#### SMART SCALE Score
- #45 of 404 Statewide
- #7 of 72 Districtwide
## Transparency and Accountability

<table>
<thead>
<tr>
<th>Factor</th>
<th>Congestion Mitigation</th>
<th>Safety</th>
<th>Accessibility</th>
<th>Economic Development</th>
<th>Environment</th>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Increase in Peak Period Person Throughput</td>
<td>Reduction in Peak Period Delay</td>
<td>Reduction in Fatal and Injury Crashes</td>
<td>Reduction in Fatality and Injury Crash Rate</td>
<td>Increase in Access to Jobs</td>
<td>Increase in Access to Jobs for Disadvantaged Populations</td>
</tr>
<tr>
<td>Measure</td>
<td>174.0 persons</td>
<td>86.7 person hrs.</td>
<td>0.0 EPDO</td>
<td>0.0 EPDO / 100M VMT</td>
<td>0.0 jobs per resident</td>
<td>0.0 jobs per resident</td>
</tr>
<tr>
<td>Measure Value</td>
<td>1.7</td>
<td>2.7</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Normalized Measure Value (0-100)</td>
<td>50%</td>
<td>50%</td>
<td>100%</td>
<td>0%</td>
<td>60%</td>
<td>20%</td>
</tr>
<tr>
<td>Measure Weight (% of Factor)</td>
<td>2.2</td>
<td>0.0</td>
<td>1.2</td>
<td>8.3</td>
<td>4.5</td>
<td>12.5</td>
</tr>
<tr>
<td>Factor Value</td>
<td>15%</td>
<td>20%</td>
<td>25%</td>
<td>20%</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Weighted Factor Value</td>
<td>0.3</td>
<td>0.0</td>
<td>0.3</td>
<td>1.7</td>
<td>0.5</td>
<td>1.2</td>
</tr>
</tbody>
</table>

**Project Benefit**

SMART SCALE Cost: $1,911,080

SMART SCALE Score (Project Benefit per $10M SMART SCALE Cost): 20.9
Programming Cycle

- Funds awarded on a biennial basis
- Selected projects will be fully funded
- Solicit projects from local governments and MPOs in the fall of even-numbered years
- Evaluate projects and release results in January
- Board will develop program based on top scoring projects and public input
### SMART SCALE Requests

<table>
<thead>
<tr>
<th>Round 1</th>
<th>Round 2</th>
<th>Round 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total # Submitted</strong></td>
<td><strong>321</strong></td>
<td><strong>436</strong></td>
</tr>
<tr>
<td><strong>Requested Funding</strong></td>
<td><strong>7.2B</strong></td>
<td><strong>9.7B</strong></td>
</tr>
<tr>
<td><strong>Available Funding</strong></td>
<td><strong>1.4B</strong></td>
<td><strong>1B</strong></td>
</tr>
<tr>
<td><strong>Funded Projects</strong></td>
<td><strong>163</strong></td>
<td><strong>147</strong></td>
</tr>
<tr>
<td><strong>Success Rate</strong></td>
<td><strong>51%</strong></td>
<td><strong>34%</strong></td>
</tr>
</tbody>
</table>
First Round – Funded Projects
Transportation Needs are Regional in Nature

“the staff-recommended draft project list would seem to indicate that the rating system is seriously broken … includes less than $16 million in highway funding, with $184 million going to transit, [bike/ped] projects”

“no funding is directed to Prince William County, and only $1.3 million to Loudoun, the two fastest-growing localities in [NOVA]”

“It is obvious that this is not the best way to reduce road congestion in Northern Virginia”
Transportation Needs are Regional in Nature

West End Transitway

Anticipated to eliminate 643.9 peak-period, person hours of delay per day
- I-395, Route 110, Van Dorn St and Beauregard St

~113 person hours of delay per $10M in requested funding
Transportation Needs are Regional in Nature

Richmond Highway Bus Rapid Transit

Anticipated to eliminate 141.6 peak-period, person hours of delay per day - I-495, Route 1, and I-95

~28 person hours of delay per $10M in requested funding
Transportation Needs are Regional in Nature

Route 234 and Sudley Manor Drive Interchange

Anticipated to eliminate 104.2 peak-period, person hours of delay per day
- Route 234, Sudley Manor Dr

~6 person hours of delay per $10M in requested funding
Transportation Needs are Regional in Nature

Northstar Blvd (Braddock Rd to Tall Cedars Parkway)

Anticipated to eliminate 5.8 peak-period, person hours of delay
- Northstar Blvd

~2 person hours of delay per $10M in requested funding
I-81 Exit 17 Interchange – Revised design funded in Round 1

- **Original design - $157M**
  - Full interchange reconstruction
  - Improved level-of-service from E to B

- **Revised design - $21M**
  - Realigning existing ramps and adding one new ramp
  - Improved level-of-service from E to C
• Bryan Park Interchange has been bottleneck for decades in Richmond region

• VDOT implemented $80,000 northbound improvement to help improve travel flow and safety

• Re-striped and re-allocated lanes to align with traffic flow instead of wasting for tens of millions to rebuild entire interchange

• Project implemented in less than a month
Bryan Park Interchange Before and After (Jun-Aug ’16 vs ‘17)

- Travel times from I-64 E and I-195 N to I-95 N were reduced by 15%
- Crashes reduced 31% from 39 to 27
- Reliability was significantly improved