



SMART SCALE

*Funding the Right
Transportation Projects
in Virginia*

SMART SCALE Round 3

Summary of Feedback To-Date



- Perception process favors low cost projects
- HRBT's scores distorted the results for other projects
- There is not any funding in 'my locality' – why aren't we benefitting?
- General recognition that limited funding is major issue

Low Cost Projects



	Funded Projects		
	$\leq \$5,000,000$	$> \$5,000,000$ $< \$20,000,000$	$\geq \$20,000,000$
SYIP*	10%	28%	62%
Round 1**	11%	32%	57%
Round 2**	17%	24%	59%
Round 3**	17%	28%	54%

*Analysis based on FY06-11 SYIP excludes projects that would not otherwise be eligible for SMART SCALE, and excludes Transform66: Outside the Beltway

** Analysis includes projects selected or recommended for funding

Low Cost Bias – Round 3 Recommendations



- **62 of 98 (63%) projects recommend for funding have total cost less than or equal to \$5M**
 - Funding requests total \$129M - about 17% of Round 3 pot
- **30 projects have total cost between \$5M and \$20M**
 - Funding requests total \$208M - about 28% of Round 3 pot
- **6 projects greater than or equal to \$20M**
 - These 7 projects total over \$4.4B (approx \$4B leveraged)
 - Funding requests total \$404M - about 54% of the Round 3 pot

Assessment of Low Cost Bias



District	Project Rec for Funding	Average SMART SCALE Award
Bristol	3	\$6,687,105
Culpeper	4	\$5,202,316
Fredericksburg	10	\$3,982,646
Hampton Roads	26	\$10,965,345
Lynchburg	8	\$6,517,076
Northern Virginia	11	\$18,166,005
Richmond	14	\$4,576,887
Salem	6	\$5,229,487
Staunton	16	\$1,784,022

Are Smaller Projects Less Beneficial?



- **4 projects recommended for funding**
 - John Marshall Hwy./Rte. 55 East Safety Improvement Project
 - Intersection Improvements US-211/340 Big Oak Rd
 - Hot Springs - US 220 & VA 615 Intersection Improvements
 - RT 254 - RT 640 Intersection Safety Project
- **Combined Benefit score of 12.29**
- **Total Fatal and Injury Crashes Reduced = 27.87**
- **Total cost of \$6.7M**

Are Smaller Projects Less Beneficial?



- **1 project not recommended for funding**
 - I-81 NB Truck Climbing Lane Extension from 191 to 195
- **Benefit score of 4.77**
- **Total Fatal and Injury Crashes Reduced = 6**
- **Total cost of \$70M**

Are Smaller Projects Less Beneficial?



	Congestion	Safety	Accssibility	Envrio	Econ Dev
4 Small Projects	0.25	36.62	0.02	12.50	0.57
1 Larger Project	0.77	0.82	0.13	10.33	3.30

Combined SMART SCALE score for 4 projects is 18.42

SMART SCALE score for 1 larger project is 1.78

Project Size by Funding Source



The majority of funded projects costing less than \$20,000,000 are funded with District Grant Funds; the majority of funded projects costing more than \$20,000,000 are funded with High Priority funds

%DGP, projects Total Cost <\$20,000,000	82%
%HPP, projects Total Cost >\$20,000,000	92%
%DGP, projects Smart Scale Cost <\$20,000,000	85%
%HPP, projects Smart Scale Cost >\$20,000,000	92%

What if Round 3 had the same funding as Round 1?



District	Current Recommendation	Recommendations with Round 1 Funding Levels
Bristol	\$20.1M	\$57.7M
Culpeper	\$20.8M	\$53.4M
Fredericksburg	\$39.8M	\$94.4M
Hampton Roads	\$285.1M	\$372.3M
Lynchburg	\$55.0M	\$78.8M
Northern Virginia	\$199.8M	\$427.4M
Richmond	\$64.1M	\$122.4M
Salem	\$31.4M	\$100.6M
Staunton	\$28.5	\$100.9M

No HRBT Scenario



	Additional Projects Funded	Projects No Longer Funded
Bristol	-	-
Culpeper	1	2
Fredericksburg	-	2
Hampton Roads	2	7
Lynchburg	-	1
NOVA	1	1
Richmond	-	-
Salem	1	1
Staunton	-	1

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



SMART SCALE

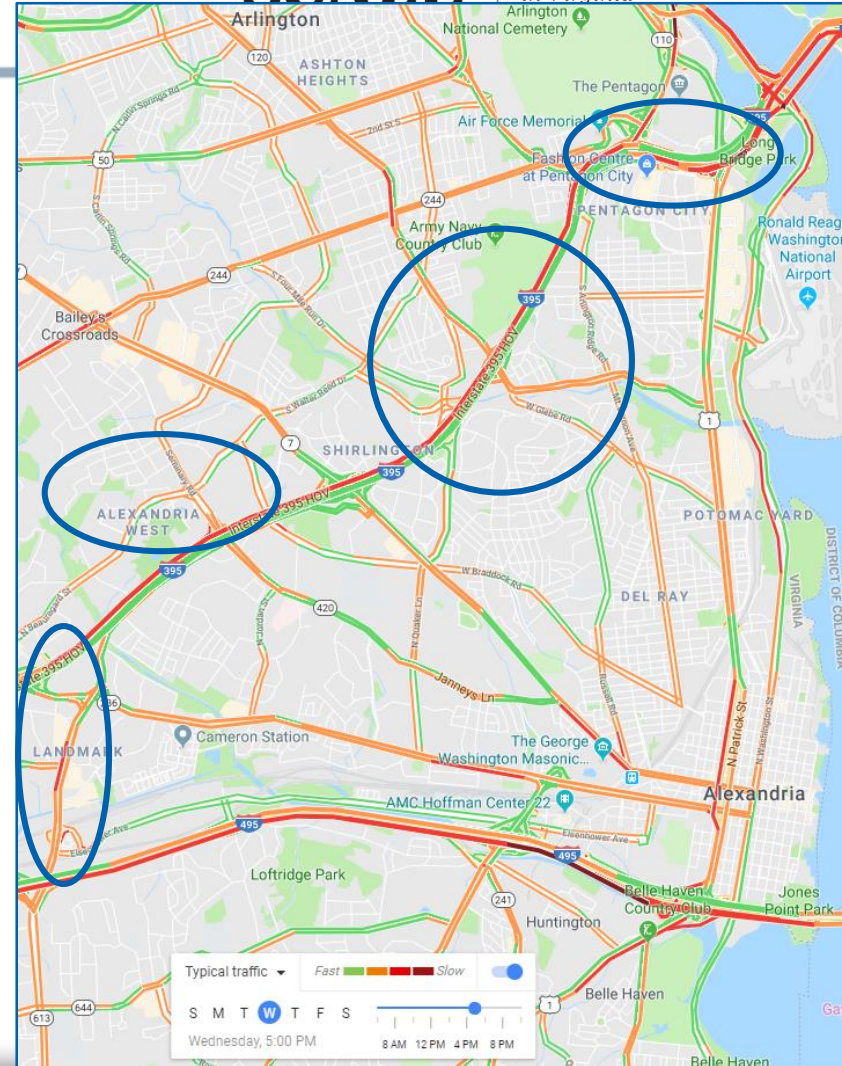
Funding the Right Transportation Projects in Virginia

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

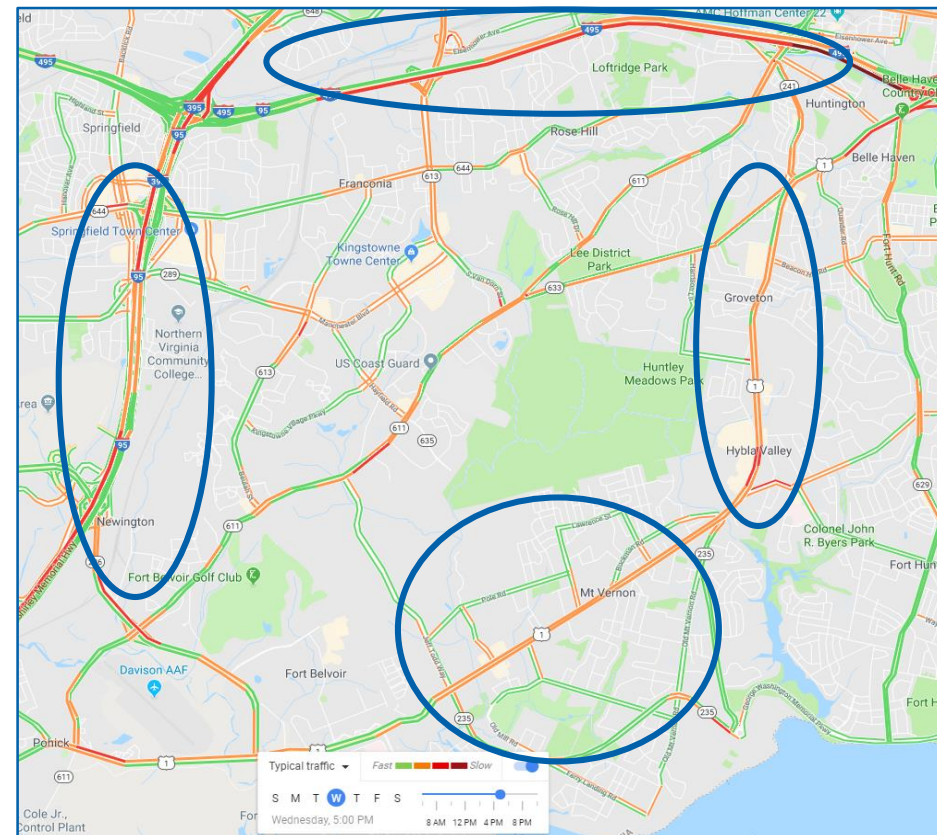


Richmond Highway Bus Rapid Transit

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

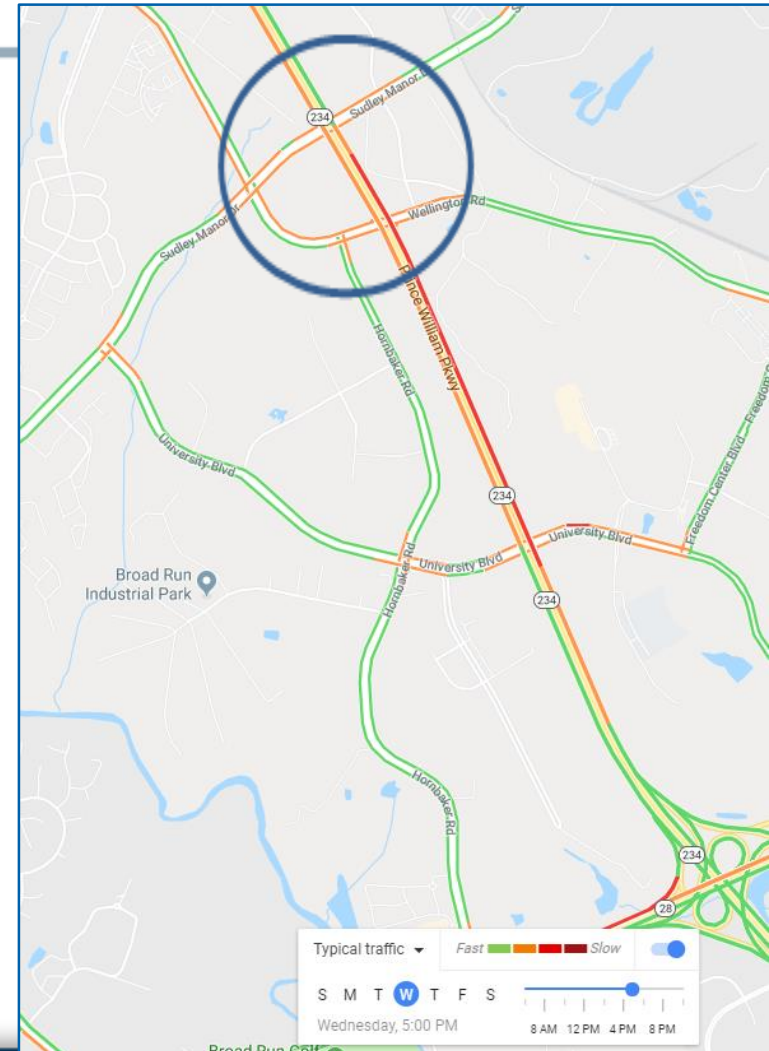


Route 234 and Sudley Manor Drive Interchange

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

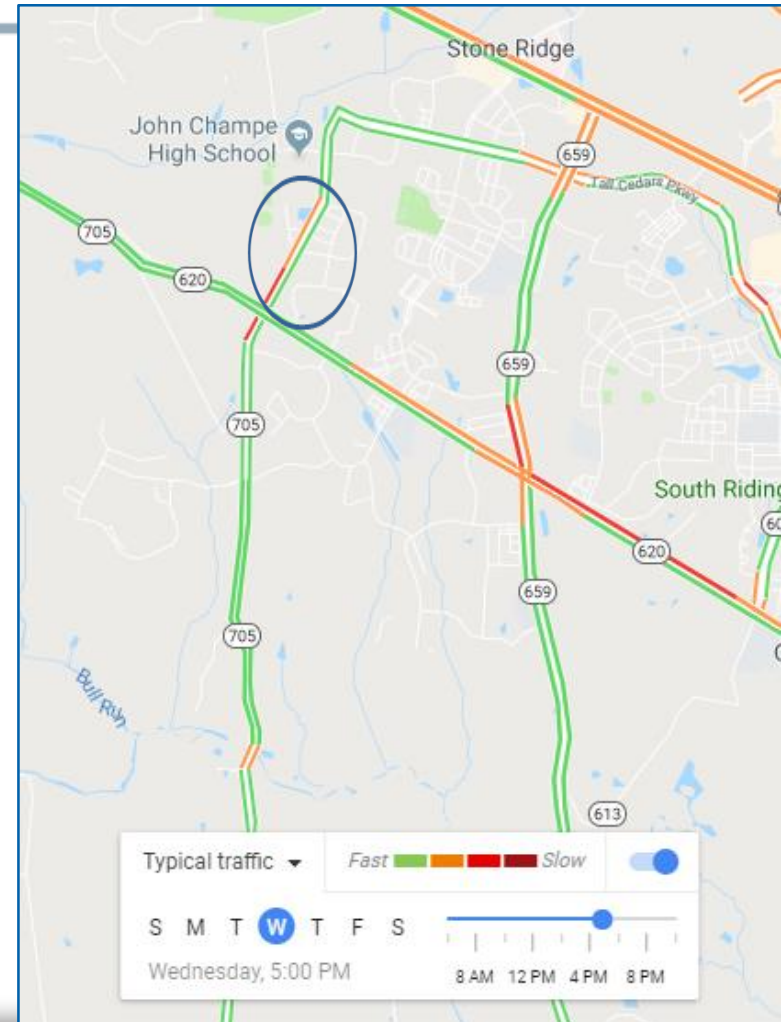


Northstar Blvd (Braddock Rd to Tall Cedars Parkway)

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

- Northstar Blvd

~2 person hours of delay per \$10M in requested funding



Recommended Modifications to Staff Scenario



Funding is now available from other sources for several projects recommended for funding

- **\$30.3M for Berry Hill Connector Road (HPP)**
 - Route 58 Corridor Development Fund
- **\$27.9M for Crystal City Metro (HPP)**
 - Transit capital and CMAQ funds
- **\$6.6M for Pentagon City-Crystal City-Potomac Yard Transitway (HPP)**
 - Transit capital

\$29.6M from increase in revenue estimates over the six-year window – divided 50/50 between HPP and DGP

Recommended Modifications to Staff Scenario



- **\$107.7M in unallocated High Priority Project funds**
 - \$27.4M unallocated in staff recommended scenario
 - \$65.6M from projects funded by other sources
 - \$14.8M from increases in revenue projections
- **Significantly larger amount unallocated compared to previous rounds**
- **Recommend distributing funds to each district based on district's share of district grant program and funding highest-scoring, unfunded projects**
 - Maintain flexibility to ensure each district can fund next highest scoring, eligible project

Proposed Distribution of High Priority Project Funds



District	Unallocated District Grant Funding	Redistributed High Priority Project Funds
Bristol	\$0.1M	\$7.2M
Culpeper	\$1.8M	\$6.8M
Fredericksburg	\$1.7M	\$7.4M
Hampton Roads	\$0.2M	\$21.5M
Lynchburg	\$3.7M	\$7.6M
Northern Virginia	\$3.4M	\$22.8M
Richmond	\$0.0M	\$15.8M
Salem	\$0.5M	\$10.1M
Staunton	\$1.0M	\$8.4M

Next Steps



- **Identify next highest scoring projects that could be funded in each district**
- **Solicit feedback from district members on those projects**
- **Bring proposed list of projects to be added to staff recommended scenario to the Board in April**
- **Board votes on modifications to staff recommended scenario at May meeting after public hearings in April and May**