

Review of SMART SCALE Round 3 staff-recommended funding scenario

The mission, “**SMART SCALE** is about **investing limited tax dollars** in the right projects that **meet the most critical transportation needs** in Virginia”



[VIEW SMART SCALE PROJECT APPLICATIONS »](#)

SMART SCALE is about investing limited tax dollars in the right projects that meet the most critical transportation needs in Virginia.

The project application submission period for Fiscal Year 2018 closed on August 1, 2019.

In accordance with the [SMART SCALE technical guide](#), the Office of Intermodal Planning and Investment, Virginia Department of Transportation and Department of Rail and Public Transportation have validated, screened, and scored all SMART SCALE applications.

To view applications and scores, see the map below or use the adjacent links.

Fiscal Year 2020 SMART SCALE Documents

- [Screened out project applications](#)
- [Staff recommended funding scenario](#) (PDF)
- [Staff recommended funding scenario](#) (Excel)
- [Project Scores](#) (PDF)
- [Project Scores](#) (Excel)
- [Project Scoring Calculations](#) (Excel)
- [How to read a scorecard](#)
- [Scorecards](#) (PDF)

January 18, 2019 – Hugo/LaRock letter to Secretary of Transportation Valentine expressing concerns

- ...The legislation establishing the program **requires that congestion relief be the #1 factor** in ranking Northern Virginia projects.
- Unfortunately, the staff-recommended draft project list would seem to **indicate that the rating system is seriously broken.**
- In Northern Virginia... less than \$16 million in highway funding. It is obvious that this is **not the best way to reduce road congestion in Northern Virginia....**

“...We respectfully request that a **thorough review of the rating process** be initiated at the earliest possible opportunity... this review should be completed in time for the CTB to make appropriate revisions to the recommended funding scenario prior to the public hearings in April.”

BACKGROUND WHAT'S GOING ON SINCE JANUARY

**February 12, 2019 – Dep. Sec. Donohue
Response to Hugo/LaRock letter**

“...[OIPI], working for the [CTB], will continue to look for ways to improve the SMART SCALE process. The [CTB] will undertake an in-depth review of the SMART SCALE process later this year after the adoption of the [SYIP]....”

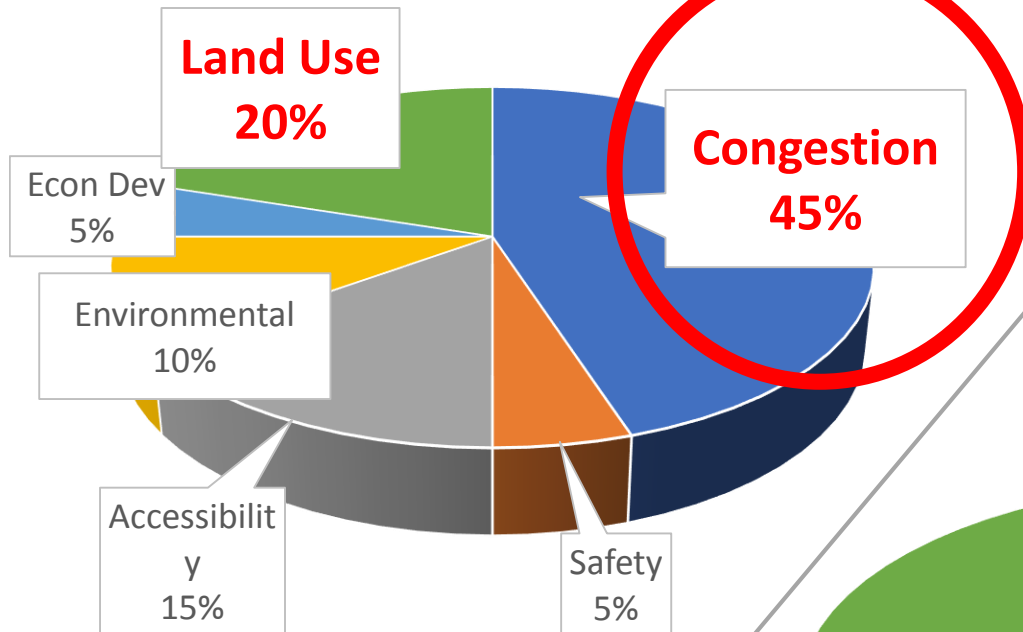
February-April – Del. Hugo and Del. LaRock having ongoing conversations with Loudoun, Frederick and Prince William County staff regarding SMART SCALE concerns, apparently widespread

"...I will tell you, from every district, we have heard about their concerns about SMART SCALE, their concerns about the projects that were selected...."

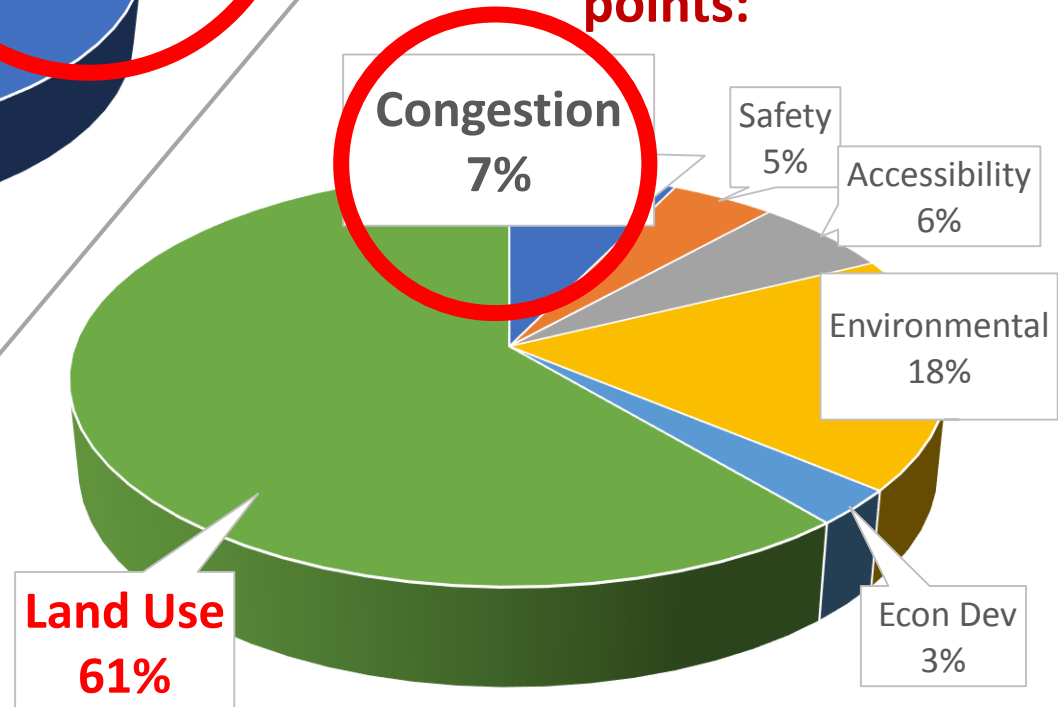
Secretary Valentine, March 20th, 2019 CTB meeting

Round 3 Results in NoVa: Land Use 61% vs Congestion 7%

NoVa Formula ratios:



NoVa Round 3 Staff-recommended projects Source of project points:



JCTA RESPONSIBLE FOR REVIEWING APPROPRIATION OF TRANSPORTATION FUNDS IN ACCORDANCE WITH LEGISLATIVE INTENT

The Joint Commission on Transportation Accountability

Is charged in [§ 30-284](#) with making “performance reviews of operations of state agencies with transportation responsibilities to ascertain that sums appropriated have been or are being expended for the purposes for which they were made and to evaluate the effectiveness of programs in accomplishing legislative intent.”

HB2 (2014) SETS LEGISLATIVE INTENT FOR PROJECT EVALUATION

**IN NORTHERN VIRGINIA AND HAMPTON ROADS
CONGESTION MITIGATION
IS TO BE WEIGHTED HIGHEST**

HB2 enactment clause # 6 requires:

“That, for Northern Virginia and Hampton Roads highway construction districts, the Commonwealth Transportation Board, pursuant to subdivision B 3 of § [\[33.2-214.1\]](#) as created by this act, shall ensure that **congestion mitigation, consistent with § [\[33.2-257\]](#) of the Code of Virginia, is **weighted highest** among the factors in the prioritization process.”**

SCORING ON A CURVE

Why / how did this happen?

- The “outlier effect” - one project decimating an entire category

- **SMART SCALE** Project raw scores are measured against the highest scoring project in each category
- Hampton Roads Bridge Tunnel (HRBT) was highest congestion mitigation score, at 45 points.
- The next highest congestion mitigation score was 5.4 to Battlefield Blvd/Volvo Pkwy Intersection
- In NoVa, the highest congestion score earned was West End Transitway Corridor in Alexandria at 4.85

Round 3 Results in NoVa: Land Use > Congestion

Why / how did this happen?

- The “OUTLIER EFFECT”- one project decimating an entire category

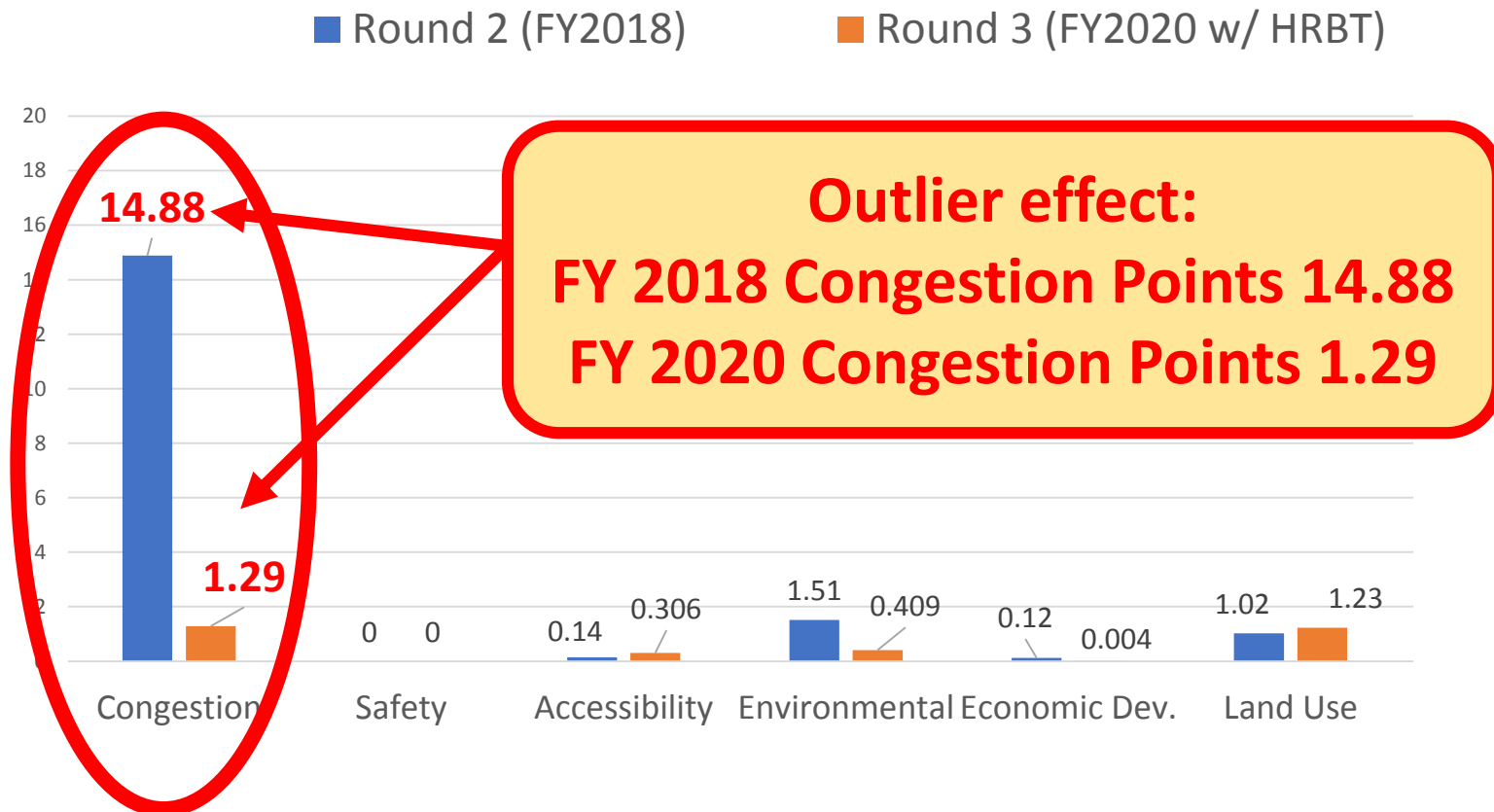
C	D	F	L	P	T
District	Submitted By	Title	Throughput Score	Delay Score	Congestion Weighted Score
Hampton Roads	Hampton Roads Transportation Planning Organization	Hampton Roads Bridge-Tunnel Widening/I-64 Expansion	100.000	100.000	45.000
Hampton Roads	Chesapeake City	Battlefield Blvd/Volvo Pkwy Intersection Improvements	4.541	19.613	5.435
Hampton Roads	Newport News City	Jefferson Ave & Oyster Point Rd Intersection Improvements	6.449	15.090	4.846
Northern Virginia	Alexandria City	West End Transitway Corridor Investments	10.376	10.004	4.585
Northern Virginia	Prince William County	I-95 Southbound Auxiliary Lane Project (Exit 160 to 158)	12.592	5.390	4.046
Northern Virginia	Prince William County	Route 1 at Route 123 Interchange Improvements	3.427	11.459	3.349
Northern Virginia	Loudoun County	Route 7 (Route 9 to Dulles Greenway)	5.487	8.219	3.084
Hampton Roads	Suffolk City	North Suffolk Connector	4.998	6.203	2.520
Northern Virginia	Fairfax County	Braddock Road Multimodal Improvements Phase I	1.033	8.205	2.079
Hampton Roads	Hampton City	Coliseum Drive Extension Phase B	3.796	4.721	1.916

Round 3 Results in NoVa: Land Use > Congestion

Why / how did this happen?

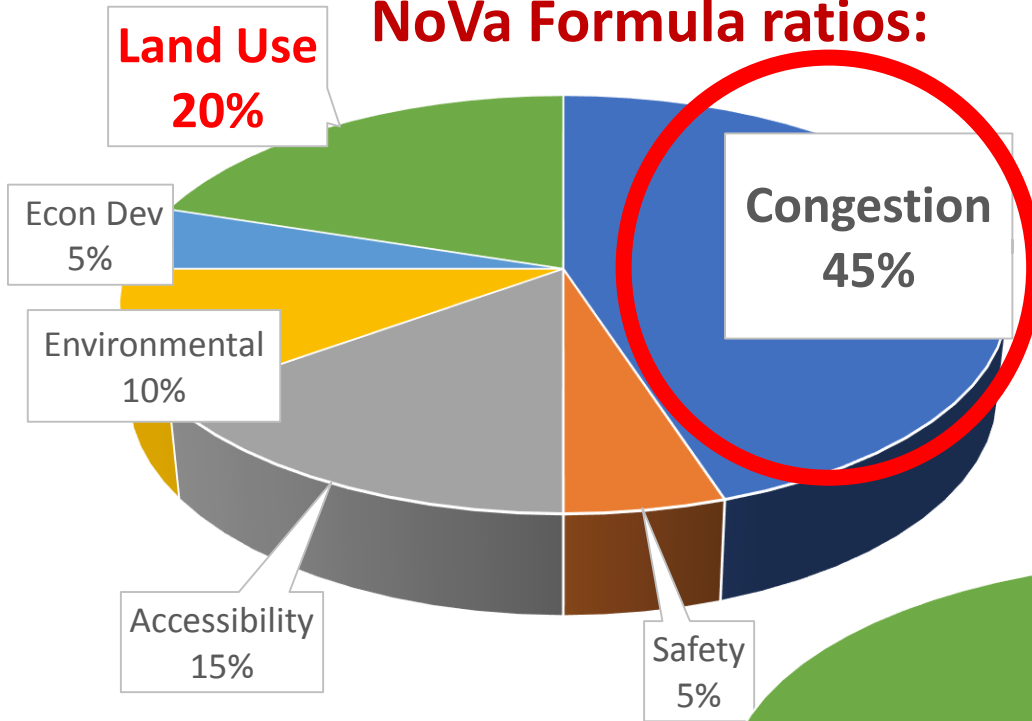
- The “OUTLIER EFFECT”- example of Congestion score reduction

Shellhorn Road SMART SCALE benefit points

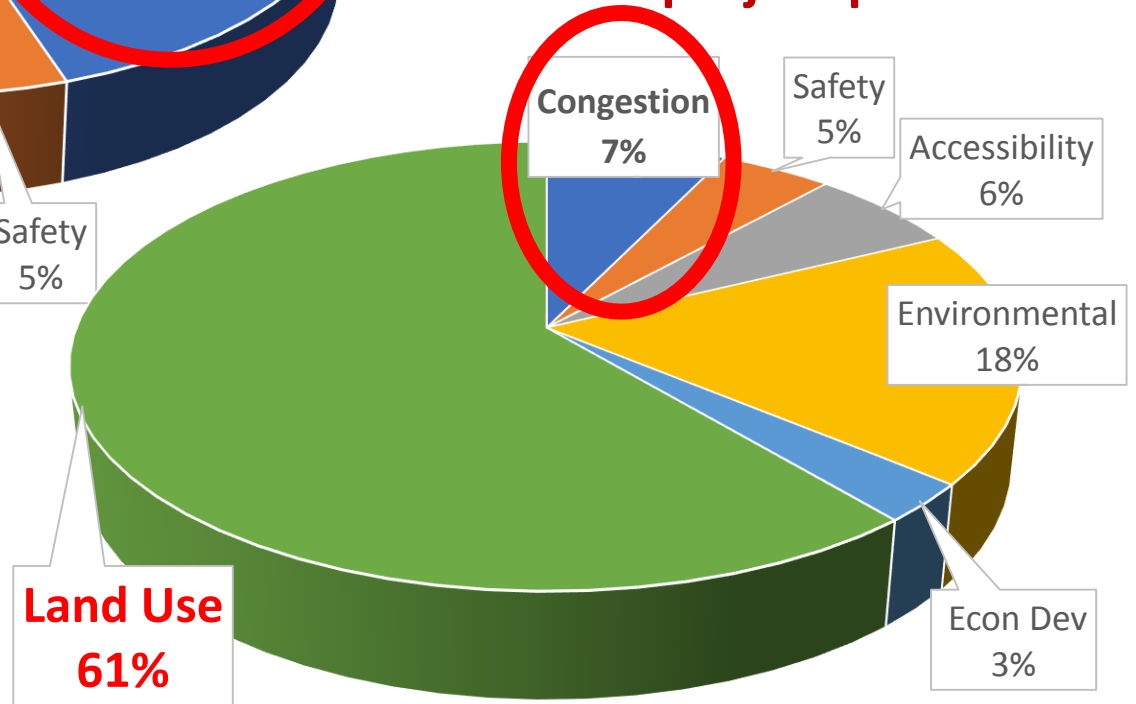


Round 3 Results in NoVa: Land Use 61% vs Congestion 7%

NoVa Formula ratios:



Staff-recommended projects- Source of project points:



Round 3 Results in NoVa: Land Use 61% vs Congestion 7%

Weighting Ratio (NOVA, Hampton Roads)

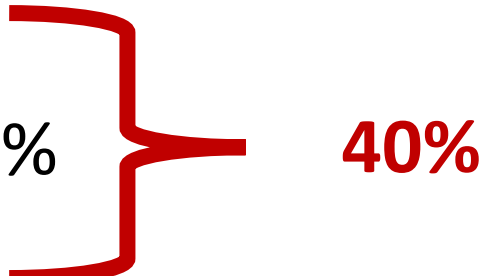
1. Congestion Mitigation (45%)
2. Land Use (20%)
3. Accessibility (15%)
4. Environmental Quality (10%)
5. Safety (5%)
6. Economic Development (5%)

Staff Recommended Projects Points (NOVA)

1. Land Use (61%)
2. Environmental Quality (18%)
3. Congestion Mitigation (8%)
4. Accessibility (6%)
5. Safety (5%)
6. Economic Development (3%)

ACCESSIBILITY, ECONOMIC DEVELOPMENT & LAND USE CATEGORIES NEARLY EQUAL TO CONGESTION RELIEF

Weighting Ratio A: (NoVa and Hampton Roads)

- Congestion Mitigation..... **45%**
 - Accessibility 15%
 - Economic Development 5%
 - Land Use 20%
- 
- | | |
|---|------------|
| Congestion Mitigation..... | 45% |
| Accessibility 15% | |
| Economic Development 5% | |
| Land Use 20% | |
| Total for Accessibility, Economic Development & Land Use | 40% |

IS Round 3 Smart Scale FUNDING GOING TO PRIMARILY TO RELIEVE CONGESTION? NO

NORTHERN VIRGINIA-MOSTLY LAND USE PROJECTS
RECOMMENDED FOR FUNDING

MOST CONGESTION RELIEF PROJECTS - NOT FUNDED

Of ten highest-scoring NoVa projects in each category...

- **Land Use: 8/10** were recommended for funding
- **Economic Development 5/10** projects recommended for funding, including 60% of NoVa funding allocated
- **Congestion Mitigation: 4/10** recommended for funding
- **Accessibility: 3/10 projects** recommended for funding; including 80% of the NoVa funding allocated

Congestion Relief Top Scores in Northern Virginia

Funded projects

Title	Congestion Weighted Score	Safety Weighted Score	Accessibility Weighted Score	Environmental Weighted Score	Econ Dev Weighted Score	Land Use Weighted Score	Project Benefit Score	Benefit Score Rank
West End Transitway Corridor Investments	4.585	0.481	5.463	8.056	1.182	9.429	29.20	1
I-95 Southbound Auxiliary Lane Project (Exit 160 to 158)	4.046	0.378	0.399	0.865	0.279	1.082	7.05	10
Route 1 at Route 123 Interchange Improvements	3.349	0.360	0.798	1.438	0.038	1.032	7.02	11
Route 7 (Route 9 to Dulles Greenway)	3.084	0.573	0.207	0.524	0.135	0.137	4.66	18
Braddock Road Multimodal Improvements Phase I	2.079	1.415	4.287	1.503	0.084	2.461	11.83	5
Fairfax Blvd/Warwick Ave Intersection Improvements	1.811	0.034	0.077	0.725	0.049	2.235	4.93	17
Richmond Highway-Bus Rapid Transit	1.554	5.000	1.301	4.330	0.182	2.589	14.96	4
Shellhorn Road (Route 643) Extension	1.290	0.000	0.306	0.409	0.004	1.213	3.22	23
Crystal City Metro East Entrance	1.221	0.157	0.804	5.587	1.262	20.000	29.03	2
Rt 234 and Sudley Manor Dr Interchange Improvements (SPUI)	0.674	0.815	0.118	0.276	0.025	0.647	2.56	26
Davis Drive Extension and Dulles Toll Rd Rock Hill Overpass	0.630	0.000	0.998	0.505	0.020	1.849	4.00	21
Route 15 Improvements with Railroad Overpass	0.607	0.053	0.014	0.028	0.051	0.155	0.91	33
Summit School Road Extension and Telegraph Road Widening	0.574	0.000	0.277	0.620	0.020	1.496	2.99	24
DASH Zero Emission Fleet Expansion	0.570	0.139	0.364	1.884	0.202	7.515	10.68	6

Land Use Top Scores in Northern Virginia

Funded projects

Improvement Type	Title	Congestion Weighted Score	Safety Weighted Score	Accessibility Weighted Score	Environmental Weighted Score	Econ Dev Weighted Score	Land Use Weighted Score	Project Benefit Score	Benefit Score Rank
Rail Transit	Crystal City Metro East Entrance	1.221	0.157	0.804	5.587	1.262	20.000	29.03	2
Bus Transit	Crystal City Potomac Yard Transitway Southern Extension	0.230	0.034	0.141	1.792	0.350	16.962	19.51	3
Bus Transit	West End Transitway Corridor Investments	4.585	0.481	5.463	8.056	1.182	9.429	29.20	1
Highway	Safety & Capacity Enhancements at Duke/Taylor Run/Telegraph	0.014	0.000	0.013	0.906	0.005	8.779	9.72	9
Bus Transit	Citywide TSP on Major Corridors	0.162	0.147	0.102	1.429	0.339	8.177	10.35	7
Highway	Seven Corners Ring Road (Phase 1A Segment 1A)	0.292	0.078	0.240	1.227	0.011	7.993	9.84	8
Bus Transit	DASH Zero Emission Fleet Expansion	0.570	0.139	0.364	1.884	0.202	7.515	10.68	6
Bike/Pedestrian	Access Improvements to the Landmark Transit Hub	0.054	0.082	0.186	0.634	0.000	5.518	6.47	12
Bike/Pedestrian	S Washington Multimodal Improvements	0.050	0.030	0.037	0.775	0.080	5.319	6.29	13
Bike/Pedestrian	Pickett Trail Connector	0.026	0.000	0.090	0.474	0.118	3.308	4.02	20
Highway	South Elden Street Corridor Improvements	0.028	1.017	0.055	0.661	0.090	3.110	4.96	16
Bus Transit	Richmond Highway-Bus Rapid Transit	1.554	5.000	1.301	4.330	0.182	2.589	14.96	4

TOTAL BENEFIT POINTS FOR NORTHERN VIRGINIA OF PROJECTS RECOMMENDED FOR FUNDING

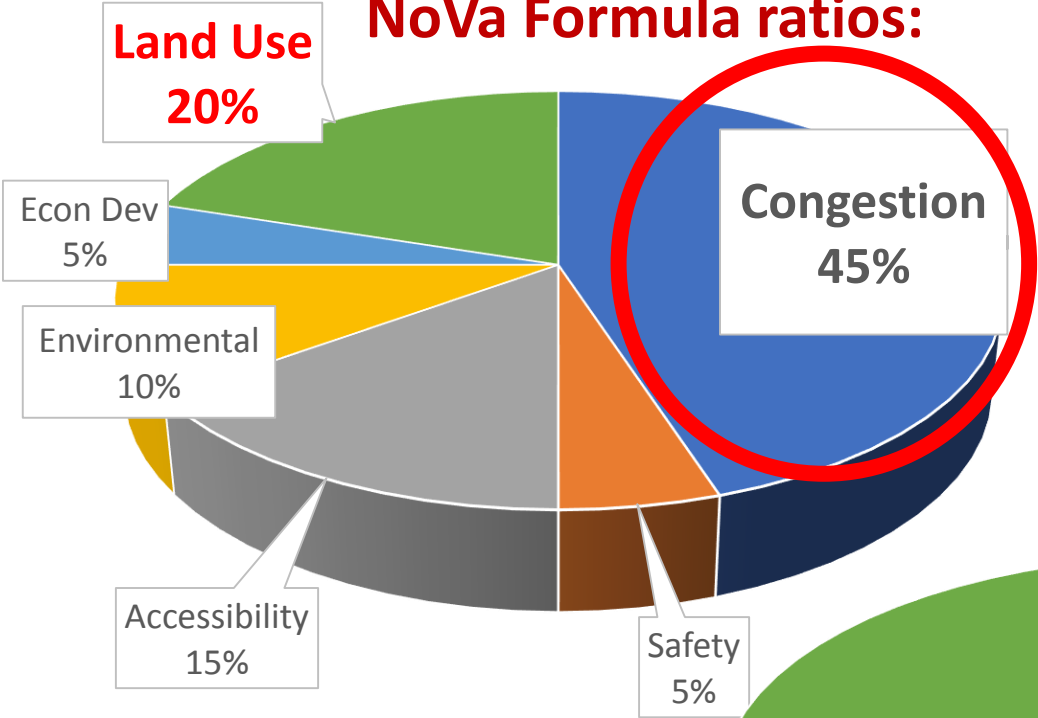
LAND USE ACCOUNTS FOR 61% OF

The eleven projects recommended for funding in Northern Virginia had combined total benefit points of 135, of which

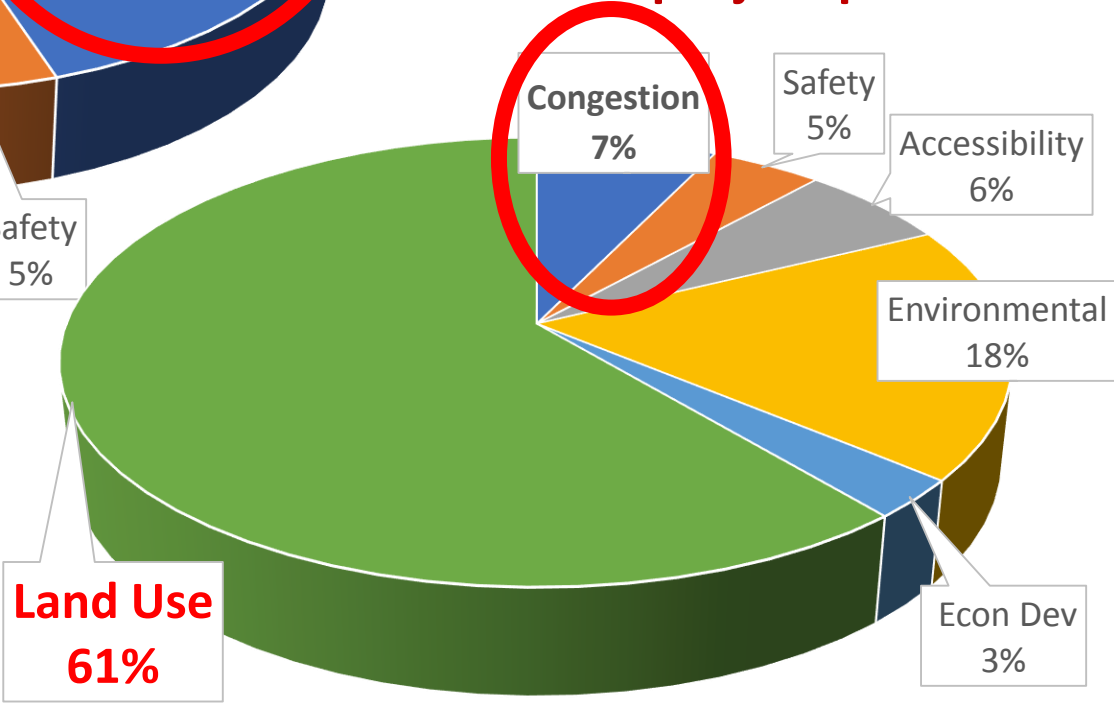
- 83 (61%) were from Land Use
- 25 were from Environment (18%)
- 10 were from Congestion Mitigation (6%)
- 8 were from Accessibility (6%)
- 6 were from Safety (4%)
- 4 were from Economic Development (3%)

Round 3 Results in NoVa: Land Use 61% vs Congestion 7%

NoVa Formula ratios:



Staff-recommended projects- Source of project points:



Request comparative analysis of Round 3 SMART SCALE scores with “OUTLIER EFFECT” and LAND USE revisions

Therefore:

“...the Joint Commission on Transportation Accountability (JCTA) requests the Office of Intermodal Planning and Investment (OIPI) *...provide to JCTA, by May 1, 2019, a revised comparison version of the previously-released scoring of the FY2020 project applications, with the following revised parameters:*

- 1) The Hampton Roads Bridge Tunnel (HRBT) be funded, but not impact other projects’ Congestion scores
- 2) The closely related Land Use, Accessibility, and Economic Development categories in weighting “typology category A” (Northern Virginia, Hampton Roads, and Fredericksburg MPO) be reduced by a cumulative 20 points, allowing the Congestion Relief category to increase to 65 points.”