



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

SmartScale:

Virginia's Statewide Transportation Prioritization Process

Nick Donohue

Deputy Secretary of Transportation

Commonwealth of Virginia

July 12, 2016



Virginia Department of Rail and Public Transportation





Virginia's Statewide Prioritization Process

- **Legislation championed by Democratic Governor and the Republican Speaker of the House**
- **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**

Concerns of State and Local Officials

- ‘All the funds will all go to Northern Virginia’
- ‘Rural areas will lose out in this process’
- ‘My region pays taxes and has transportation needs’
- ‘Prioritization should be done at a regional level, not a statewide level’
- ‘Politics will still drive this process – I do not think this is going to change anything’

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 (MPO)**
- **Numerous presentations at stakeholder and association conferences**

Broad-Based Evaluation Factors

All projects are evaluated using the following:

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

Guiding Principles for Measures

- **Analyze what matters to people and has a meaningful impact**
- **Ensure fair and accurate benefits to cost analysis**
- **Transparent and understandable**
- **Must work for both urban and rural areas**
- **Must work for all modes of transportation**
- **Minimize overlap in measures**

Reformed Funding Formulas

- In 2015 legislature adopted Administration's recommended revisions to funding formulas
- Runs all state and federal construction revenues, excluding specialized programs, through formula
- After capital rehabilitation and reconstruction
 - 50% of funds distributed at statewide-level based on prioritization process
 - 50% of funds set-aside for districts based on formula and then distributed within the district using prioritization process

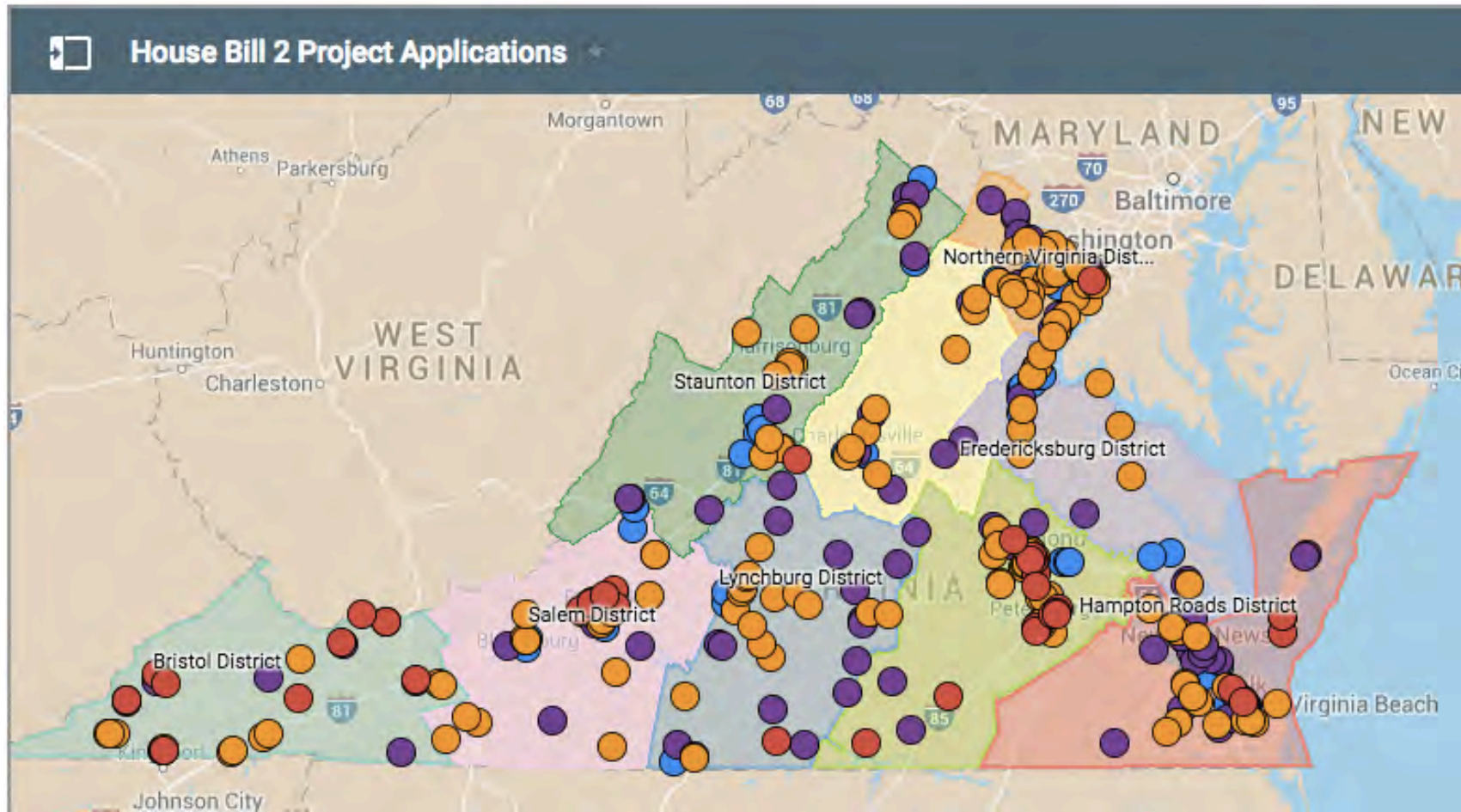
Programming Cycle

- **Funds award on a biennial basis (~\$800M) moving forward**
- **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**

First Round

- **327 Applications submitted for consideration**
- **287 met identified need in statewide long-range plan**
- **Board will consider adoption of program at June meeting**
 - **\$833M in statewide discretionary funding**
 - **\$883M distributed to each construction district for competitive allocation**

Projects Submitted in 1st Round



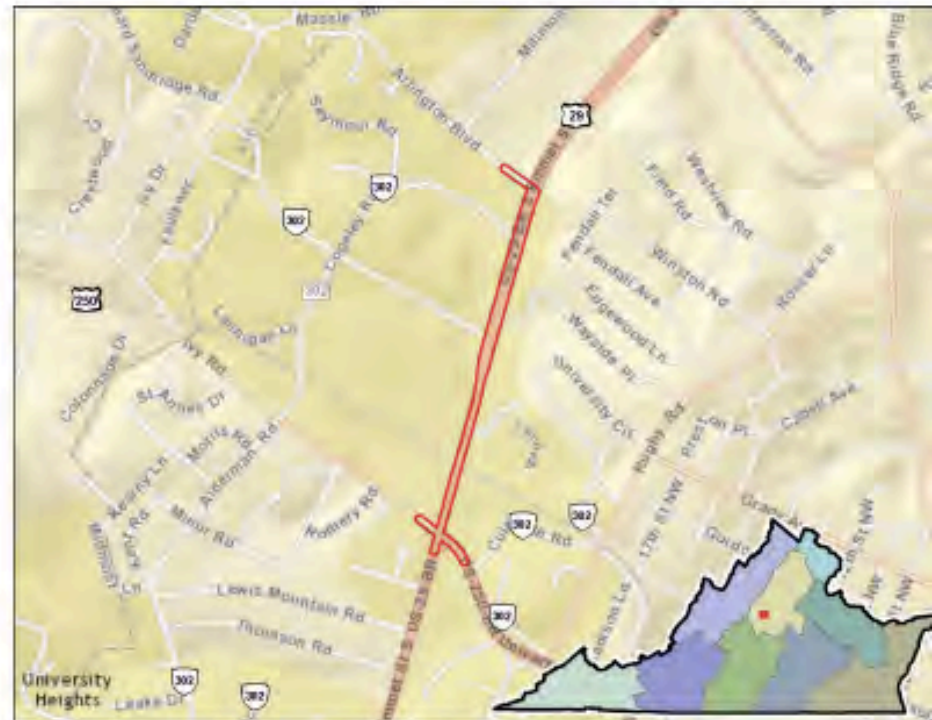
PROJECT SCORECARD

Emmet Street Corridor Streetscape and Intersections

App Id: 632

The project will provide multi-modal options along the Emmet Street corridor in Charlottesville and includes bike lanes, sidewalks, multi-use trail, extends the raised median, landscaping, and crosswalks.

Project Location	Multiple
HB2 Area Type	B
Submitting Entity	Charlottesville City
Total Project Cost	\$12,114,721
HB2 Request	\$12,114,721
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Seminole Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.7

HB2 COST TOTAL COST

Final Score	2.2	2.2
Statewide Rank	128/287	115/287
District Rank	7/17	7/17

Common Sense Engineering

I-64 Widening from I-295 to Bottoms Bridge

- Original design - \$79M
- Revised design - \$60M
- Both projects provide the same benefits

Original design



Revised design



Common Sense Engineering

I-81 Exit 17 Interchange

- **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



Summary of 1st Round Project Selections

- **163 projects recommended for funding**
- **Average request of \$9.8M**
- **Lowest recommended funding request - \$0.16M**
- **Highest recommended funding request - \$300M**

Benefits

- **Improved transparency**
- **Enhanced accountability**
- **Better certainty for project sponsors and business community**
- **Project design focused on achieving most benefits for the least cost**
- **Reduces politics in transportation decision-making**



SMART SCALE

*Funding the Right
Transportation Projects
in Virginia*

"Today's announcement is the culmination of a series of major, bipartisan steps to invest in and improve transportation in Virginia. From the legislation introduced in the House of Delegates two years ago to the efforts of Secretary Layne and the Governor's administration, we have worked in a bipartisan fashion to develop this innovative process that I know will be a model for the nation. With SMART SCALE, we are promoting greater accountability, safeguarding against waste and ending the politicization that has been rampant in our transportation process for so long."

Speaker of the House William J. Howell (R-Stafford)



SMART SCALE

*Funding the Right
Transportation Projects
in Virginia*

“Virginia now has a project prioritization process that will improve transportation infrastructure by creating an objective method of distributing funds to all parts of the state to meet their needs. These changes have already helped the Lynchburg region, along with the rest of the Commonwealth, to improve our transportation system and grow our economy.”

**Senate President Pro-Tempore
Steve Newman (R-Lynchburg)**



SMART SCALE

*Funding the Right
Transportation Projects
in Virginia*

“I applaud the McAuliffe administration, Speaker Howell and transportation leaders in the General Assembly for their work on transportation reform. Project prioritization is good for business and jobs because the right projects are getting funded, which will reduce congestion and generate more opportunities for commerce.”

Jim Corcoran, President & CEO, Northern Virginia Chamber of Commerce

“The funding announced today and the prioritization process used to pick projects makes good business sense and will lead to reduced congestion in urban areas like Hampton Roads and better access to jobs in the more rural areas of the state.”

Bryan Stephens, President and CEO of the Hampton Roads Chamber of Commerce