



ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE COUNTY BOARD

2100 CLARENDON BOULEVARD, SUITE 300
ARLINGTON, VIRGINIA 22201-5406
(703) 228-3130 • FAX (703) 228-7430
E-MAIL: countyboard@arlingtonva.us



KENDRA JACOBS
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November 13, 2023

W. Sheppard Miller III
Secretary of Transportation
Commonwealth of Virginia
Patrick Henry Building
1111 East Broad Street
Richmond VA 23219

Dear Secretary Miller,

On behalf of Arlington County, I respectfully submit the following written comments on the SMART SCALE Policy Review as a follow-up to my verbal testimony at the October 18 CTB Action Meeting. As of the date of this letter, we are still awaiting the SMART SCALE Round 5 project rankings that result from the policy change proposal put forth by Ms. Hynes and Mr. Kasprowicz during the October 17 CTB workshop meeting and look forward to reviewing those materials as soon as they are available.

The public comments at the October 31 forum hosted by the Office of Intermodal Planning and Investment (OIP) demonstrate the diversity of views on both the OIP staff proposal for SMART SCALE policy changes and the proposal offered by Ms. Hynes and Mr. Kasprowicz. We anticipate that when the results of OIP's analysis of the Hynes / Kasprowicz proposal on Round 5 projects is completed and shared publicly, it will show that the revised factor weights yield a more balanced set of projects across the state. We remain disappointed in OIP's recommendation to remove land use as a discrete factor in SMART SCALE. Shifting that factor weight to accessibility instead of congestion, as reflected in the Hynes/ Kasprowicz proposal, demonstrates a firmer commitment to keep SMART SCALE focused on multimodal solutions.

Northern Virginia and localities in Area Types A and B cannot keep people and goods moving and maintain regional economic growth without all modes providing our traveling public with options. The best way to continue our successful partnership with the Commonwealth to deliver effective transportation improvements in these areas is to keep SMART SCALE flexible. In addition to supporting the overall factor weights proposed by Ms. Hynes and Mr. Kasprowicz, Arlington County also supports the following:

- No change to current SMART SCALE application limits

- Defining SMART SCALE project readiness based on pre-construction milestones rather than construction readiness
- Updating the eligibility criteria for the High Priority Projects (HPP) Program to include corridor redevelopment, including innovative intersections, transportation demand management, traffic signals, and access management, and high-capacity fixed guideway transit, including bus rapid transit and light rail transit
- Retaining HPP Step 2
- Weighting change within the three Accessibility measures from 60/20/20 to 40/20/40 to increase the weighting of A.3
- Congestion factor split 50% current and 50% future
- Economic development factor focus on both retaining existing workforce and adaptive redevelopment as well as new development

SMART SCALE has worked well over the first five rounds of funding, and we support policy updates that ensure it will continue to serve all communities of the Commonwealth in subsequent rounds. Thank you very much for your consideration of my comments.

Sincerely,

A handwritten signature in black ink that reads "Christian Dorsey". The signature is fluid and cursive, with a large, stylized initial "C".

Christian Dorsey
Chair, Arlington County Board

cc: Commonwealth Transportation Board Members