

The following items 1-5 represent staff recommendations proposed to the Commonwealth Transportation Board to support revisions to SMART SCALE policy and the resulting policy based on the actions by the Board.

1. **Calculate Congestion factor 10 years in the future. (Reference Article II, page 4)**
  - a. Staff recommended 10 years in the future
  - b. Board agreed to calculate Congestion 7 years in the future.
  
2. **Utilize a forward-looking Economic Development measure. (Reference Article II, page 4)**
  - a. Staff recommended a new ED.1 measure that was developed by VEDP and a change in how Freight impact is calculated.
  - b. Board agreed with the staff recommendation for ED. 1
    - i. Determining project eligibility based on identification in VirginiaScan,
    - ii. 40% estimated jobs,
    - iii. 25% estimated capital investment,
    - iv. 15% recognize property / site funding,
    - v. 10% property visits received, and
    - vi. 10% distinguish property readiness.
  
3. **Refine High-Priority Projects (HPP) Program Eligibility and Eliminate Step 2**
  - a. Staff recommended refining the definition of High Priority Projects and eliminating the existing step 2.
  - b. Board agreed to refining the High Priority Projects program by limiting it to the following characteristics: **(Reference section I.3, page 2)**
    - i. New Capacity Highway capacity improvements including adding a New Lane, Roadway on a New Alignment, Managed Lanes (HOV/HOT/Shoulder), or New Bridge;
    - ii. New or Improved Interchanges including New Interchange-Non-Limited Access Facility, Improve Grade-Separated Interchange, New Interchange-Limited Access Facility, and Ramp Improvements;
    - iii. Transit and Freight improvements including New or Improved Passenger Rail Stations or Corridor Improvements (including New Bridge), Freight Rail Corridor Improvements, High Capacity/Fixed Guideway Transit (including Light Rail Transit and Bus Rapid Transit), and Transit Transfer Stations; or
    - iv. Improvements recommended as the preferred alternative in a STARS, Pipeline Study, Arterial Management Plan, or MPO/Transit/Local studies with equivalent study components; in coordination with the Commonwealth and is as defined as Regionally significant, in accordance with 23 CFR 450.104.
  - c. The Board also agreed to Eliminating Step 2 therefore, the following steps will be considered in the preliminary staff funding scenario: **(Reference section I.3, page 2)**
    - i. Step 1 - Fund top scoring projects within each district based on SMART SCALE Score eligible for Highway Construction District Grant Program funding using Highway Construction District Grant Program funds until the remaining funds are insufficient to fund the next highest scoring project.
    - ii. Step 2 - Fund remaining top scoring projects statewide based on SMART SCALE Score for High Priority Projects Program funds using High Priority Projects Program funding until the remaining funds are insufficient to fund the next highest scoring project.

**4. Create a three-tier application limit. (Reference section I.7, page 2,3)**

- a. Staff recommended creating a new three-tier application limit, which reduced the number of applications that could be submitted.
- b. Board did not agree to a three-tier structure or to reduced application limits, therefore, application limits remain unchanged:

<b>Tier</b>	<b>Localities*</b>	<b>MPOs/PDCs/ Transit Agencies*</b>	<b>Max # of Pre- Applications</b>	<b>Max # of Full Applications</b>
1	< 200K	< 500K	5	4
2	>= 200K	>= 500K	12	10

**5. Modify Land Use factor to a multiplier and modify factor weightings. (Reference Article IV, page 6)**

- a. Staff recommended converting the Land Use factor to a multiplier and existing transferring the Land Use weights to the safety and congestion factors.
- b. Board rejected the Staff recommendation,
  - i. Removed the Land Use factor from consideration in the SMART SCALE program.
  - ii. Redistributed the Land Use weights as shown below.

<b>Typology</b>		<b>Economic</b>					
		<b>Safety</b>	<b>Congestion</b>	<b>Accessability</b>	<b>Land Use</b>	<b>Development</b>	<b>Environment</b>
<b>A</b>	<b>Weights</b>	15%	45%	25%	0%	5%	10%
	<b>Change</b>	10%		10%	-20%		
<b>B</b>	<b>Weights</b>	20%	25%	25%	0%	20%	10%
	<b>Change</b>		10%	5%	-15%		
<b>C</b>	<b>Weights</b>	30%	20%	15%	0%	25%	10%
	<b>Change</b>	5%	5%		-10%		
<b>D</b>	<b>Weights</b>	40%	10%	10%	0%	30%	10%
	<b>Change</b>	10%			-10%		