



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairperson

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Agenda item #

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: see below Seconded By: see below

Action: see below

Title: Adoption of Policy and Approval of Guides for Implementation of the SMART SCALE Project Prioritization Process

WHEREAS, Section 33.2-214.1 of the *Code of Virginia*, provides that the Commonwealth Transportation Board (Board) shall develop a statewide prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the *Code of Virginia*, and

WHEREAS, it is the responsibility of the Office of Intermodal Planning and Investment (OIPI), in coordination with the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT), to implement the statewide prioritization process developed by the Board pursuant to Section 2.2-229; and

WHEREAS, Section 33.2-358 sets forth requirements relating to the allocations and establishment of a High Priority Projects Program established pursuant to section 33.2-370 and a Highway Construction District Grant Program established pursuant to section 33.2-371; and

WHEREAS, the factors specified in Section 33.2-214.1 will be weighted for each of the state's highway construction districts based on the unique needs, according to the metrics attached hereto in Appendix A; and

WHEREAS, Chapter 726 of the 2014 Acts of Assembly required the Board to select projects for funding, utilizing the project prioritization process established pursuant to section 33.2-214.1; and

WHEREAS, Section 33.2-214.1 (B) requires the Board to solicit input from localities, metropolitan planning organizations, transit authorities, transportation authorities, and other stakeholders in its development of the prioritization process; and

WHEREAS, Section 33.2-214.2 requires OIPI to make public, in an accessible format,(i) a recommended list of projects and strategies for inclusion in the Six-Year Improvement Program based on results of the evaluation of submitted projects, (ii) the results of the screening of such projects and strategies, including whether such projects are located on a primary evacuation route, (iii) whether a project has been designed to be or the project sponsor has committed that the design will be resilient, and (iv) the results of the evaluation of candidate projects and strategies, including the weighting of factors and the criteria used to determine the value of each factor, no later than 150 days prior to the Board’s vote to adopt the Six-Year Improvement Plan; and

WHEREAS, since adoption of the most recent SMART SCALE Prioritization Policy on December 8, 2021, modifications to improve and strengthen the policy have been identified and recommended to the Board by OIPI; and

WHEREAS, the SMART SCALE Process Review, (summary attached hereto in Appendix B), identified issues that were analyzed and recommended to the Board by OIPI for policy consideration; and

NOW THEREFORE BE IT RESOLVED, pursuant to Section 33.2-214.1, and Chapter 726 of the 2014 Acts of Assembly, the Commonwealth Transportation Board hereby updates the SMART SCALE Prioritization Policy to address the issues identified in the SMART SCALE Process Review and adopts the SMART SCALE Prioritization Policy, attached hereto as Appendix A, which reflects those modifications adopted by the Board during this Action Meeting, as set out below.

- A. Calculate Congestion Factor ten years in the Future:
The Board amended staff recommendation to seven years in the Future
Moved by Mr. Merrill, Seconded by Dr. Smoot, Passed
- B. Utilize a Forward-Looking Economic Development Measure as recommended by OIPI but replace the term “site” with “property” or “properties” in all documentation with the exception of the reference to “Virginia Business Ready Sites Program” of the VEDP:
Moved by Mrs. Sellers, Seconded by Mrs. Green, Passed

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- C. Refine the High Priority Projects (HPP) definition and eliminate Step 2 such that all HPP funds are based on statewide rankings as presented in the staff recommendation. The Board agreed with eliminating Step 2 and made the following modifications to the staff recommended HPP definition:
- i. regarding New Capacity Highway Improvements, delete “Through” from “New Through Lanes”
 - ii. regarding Transit and Freight Improvements, delete “Service” from “New or Improved Passenger Rail Stations or Service” and replace with “Corridor Improvements.” Also add “New Bridge”
 - iii. regarding the addition of “entire corridor improvements...in a STARS, Pipeline Study or Arterial Management Plan” revise the additional projects to read “or 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.”

Moved by Mr. Merrill, Seconded by Mr. Laird, Passed

- D. Staff Recommendation to Create a Three-Tier Application Limit by adding a new middle tier and modifying application limits/caps (upon reconsidered vote):

Moved by Mr. Fowlkes, Seconded by Mr. Byers, Failed

- E. Modification of Land Use Factor to a Multiplier: The Board recommended the *Removal of the Land Use Factor/Consideration* as presented and defined

Moved by Mr. Lawson, Seconded by Mrs. Sellers, Passed

- F. Modification of Factor Weightings for each typology: The Board amended the Staff Recommendations as follows:

- a. Typology A amended: Safety 15%| Congestion 45%| Accessibility 25%| Economic Development 5%| Environmental 10%|

Moved by Mr. Kasproicz, Seconded by Mr. Coleman, Passed

- b. Typology B amended: Safety 20%| Congestion 25%| Accessibility 25%| Economic Development 20%| Environmental 10%|

Moved by Mrs. Sellers, Seconded by Mr. Fowlkes, Passed

- c. Typology C: Safety 30%| Congestion 20%| Accessibility 15%| Economic Development 25%| Environmental 10%|

Moved by Mr. Merrill, Seconded by Mr. Smoot, Passed

- d. Typology D: Safety 40%| Congestion 10%| Accessibility 10%| Economic Development 30%| Environmental 10%|

Moved by Mr. Merrill, Seconded by Mr. Fowlkes, Passed

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BE IT FURTHER RESOLVED, the methodology outlined in the SMART SCALE Technical Guide shall direct the screening, scoring and selection of projects for funding and may continue to evolve and improve based upon advances in technology, data collection and reporting tools, and to the extent that any such improvements modify or affect the policy and process set forth herein, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, the SMART SCALE Project Change Guide shall direct the evaluation of changes to the scope and/or budget of projects selected for funding through SMART SCALE.

BE IT FURTHER RESOLVED, the development and management of the SMART SCALE portion of the SYIP shall be conducted in accordance with the Board's Six-Year Improvement Program Development Policy, as revised to incorporate revisions herein.

BE IT FURTHER RESOLVED, the Board hereby directs OIPI, in coordination with VDOT and DRPT, to take all actions necessary to implement and administer this policy and process, including but not limited to update of technical and policy documents consistent with the SMART SCALE Prioritization Policy adopted herein.

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