
VDOT
Virginia Department of Transportation

# SMART SCALE ROUND 6
# STAFF RECOMMENDED SCENARIO

CTAC

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# Outline

- Funding Allocation Process
- District Grant Program Supplemental Funding
- Round 6 Funding Allocations
- Staff Recommended Scenario
- Initial Scoring Outcome Observations
- Consensus Scenario Process

# Funding Allocation Process

§ 33.2-358. Allocation of funds to programs

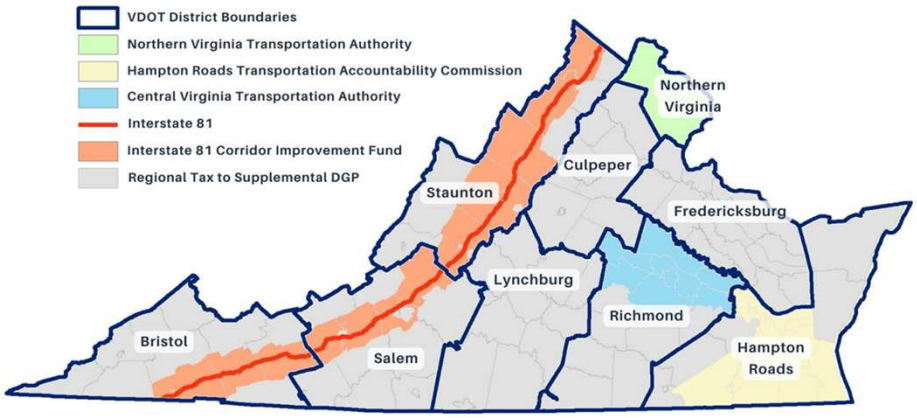
1. Allocate funds for maintenance
2. Set aside funds for administrative and general expenses
3. Remaining funds allocated for construction:
   - 30% State of Good Repair
   - 20% High Priority Program
   - 20% District Grant Program
   - 20% Interstate Operations and Enhancement Program
   - 10% Virginia Highway Safety Improvement Program

**Increased maintenance expenses directly impact amount available for construction**

- **In FY25, nearly $510 million transferred from construction to maintenance to cover deficits**
  - FY26-31 Six-Year Financial Plan Estimated Allocations reflects $1.6 billion moved from Construction to Maintenance compared to FY25-30
- **Additional severe weather events could further reduce construction funds available**
- **Pass-throughs to operating programs not impacted by maintenance cost increases**

# District Grant Program Supplemental Funding

- Wholesale fuels tax implemented in 2020
- Revenue generated applied to DGP
- Transportation funds programmed six years out
- Large initial infusion needed to be phased in over Rounds 4 and 5
  - Round 4: Four Fiscal Years (2021-2024) – Estimated $393 million
  - Round 5: Five Fiscal Years (2025-2029) – Estimated $666 million
  - Round 6: Two Fiscal Years (2030-2031) – Estimated $243 million
- Round 6 Supplemental DGP funding amount provides a more realistic baseline moving forward



# Round 6 HPP & DGP Estimated Funding Allocations

| District | DGP Available | Previous DGP Cost Increases | HPP Available |
|---|---|---|---|
| Bristol | $37.0 | | |
| Culpeper | $68.0 | -$6.6* | |
| Fredericksburg | $76.2 | | |
| Hampton Roads | $121.6 | | |
| Lynchburg | $85.9 | | |
| Northern Virginia | $97.4 | | |
| Richmond | $104.9 | | |
| Salem | $64.3 | | |
| Staunton | $39.4 | -$6.0 | |
| Statewide HPP | | | $384.7 |
| **Total** | **$694.6** | | **$384.7** |

*The amount of funding available for the Culpeper District Grant Program in Round 6 was reduced by $6.6 million to cover cost increases for projects funded in previous rounds.

# Comparison of Funding Amounts Among Rounds

| Funding Program Allocation | Round 1 | Round 2 | Round 3 | Round 4 | Round 5 | Round 6 |
|---|---|---|---|---|---|---|
| District Grant Program | $54,872,548 | $19,461,690 | $24,574,905 | $112,904,043 | $115,814,917 | $57,044,912 |
| High Priority Program* | $25,559,585 | $36,670,555 | $7,007,394 | $51,307,790 | $35,859,314 | $36,406,798 |
| Total | $80,432,133 | $56,132,245 | $31,582,299 | $164,211,833 | $151,674,231 | $93,451,710 |

*High Priority Program funding is competitive statewide and not guaranteed in any given round.

# Round 6 Staff Recommended Scenario

**Recommended for funding:**

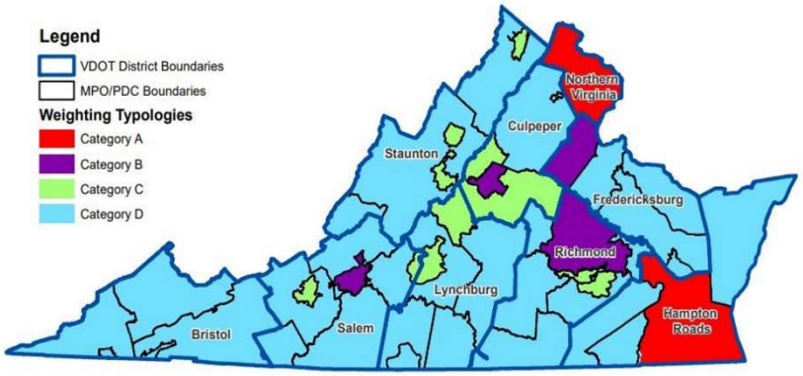
- US 250/Peter Jefferson Parkway and Rolkin Road Pipeline Bundle ($36.4M)

**Not Recommended for funding:**

- Barracks Road Pipeline Corridor Improvements ($130.6M)
- Barracks Road Pipeline US 29/250 Interchange and SUP ($93.9M)
- I-64/Fifth Street Interchange Improvements (Exit 120) ($79.0M)
- Rio Road Double Roundabout ($45.9M)
- Barracks Road and Georgetown Road Improvements ($37.7M)
- Old Trail Drive and US 250 West Intersection Improvements ($16.7M)
- US 29 and Plank Road Intersection Improvements ($22.5M)

# Changes from Round 5

Figure 4.2 PDC and MPO Factor Weighting Typology Map




- More weight to Congestion Mitigation & Accessibility factors in Area Type B
- More weight to Safety & Congestion Mitigation factors in Area Type C
- Accessibility measure partially informed by Congestion Mitigation measure
  - Use 7-year future growth
- Land Use converted to a multiplier
- Economic Development methodology change
- Limited HPP project-type eligibility

| Factor | Safety | Congestion Mitigation | Accessibility | Land Use | Economic Development | Environmental Quality |
|---|---|---|---|---|---|---|
| Area Type B – Round 5 | 20% | 15% | 20% | 15% | 20% | 10% |
| Area Type B – Round 6 | 20% | 25% | 25% | Multiplier | 20% | 10% |
| Area Type C – Round 5 | 25% | 15% | 15% | 10% | 25% | 10% |
| Area Type C – Round 6 | 30% | 20% | 15% | Multiplier | 25% | 10% |

# Initial Scoring Outcome Observations

- Changes in land use scoring contributed to lower scores for the projects in the urbanized areas, but still provided scoring benefits
- Economic development scores very low in urbanized areas as a result of scoring methodology changes
- Changes to the HPP Funding Step Process would not have impacted the outcomes for the Culpeper District in Round 6
- The highest cost HPP project to be recommended for funding statewide was ~$46M
- 53 total projects out of 270 submissions recommended for funding in Round 6 significantly lower than any previous round
  - 4 total projects out of 24 recommended in the Culpeper Construction District:
    - 3 DGP in Town of Warrenton, Town of Culpeper, and Culpeper County
    - 1 HPP in Albemarle County

# Consensus Scenario Process

- Currently identified projects reflect staff recommendations based on project scores
- CTB has the opportunity to adjust the final list of funded projects
- Consensus scenario will be presented to CTB on May 20, 2025
- Public Hearings will be held throughout the state prior to final adoption

# Questions?




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