



SMART SCALE ROUND 7

Charlottesville – Albemarle MPO Policy Board Meeting

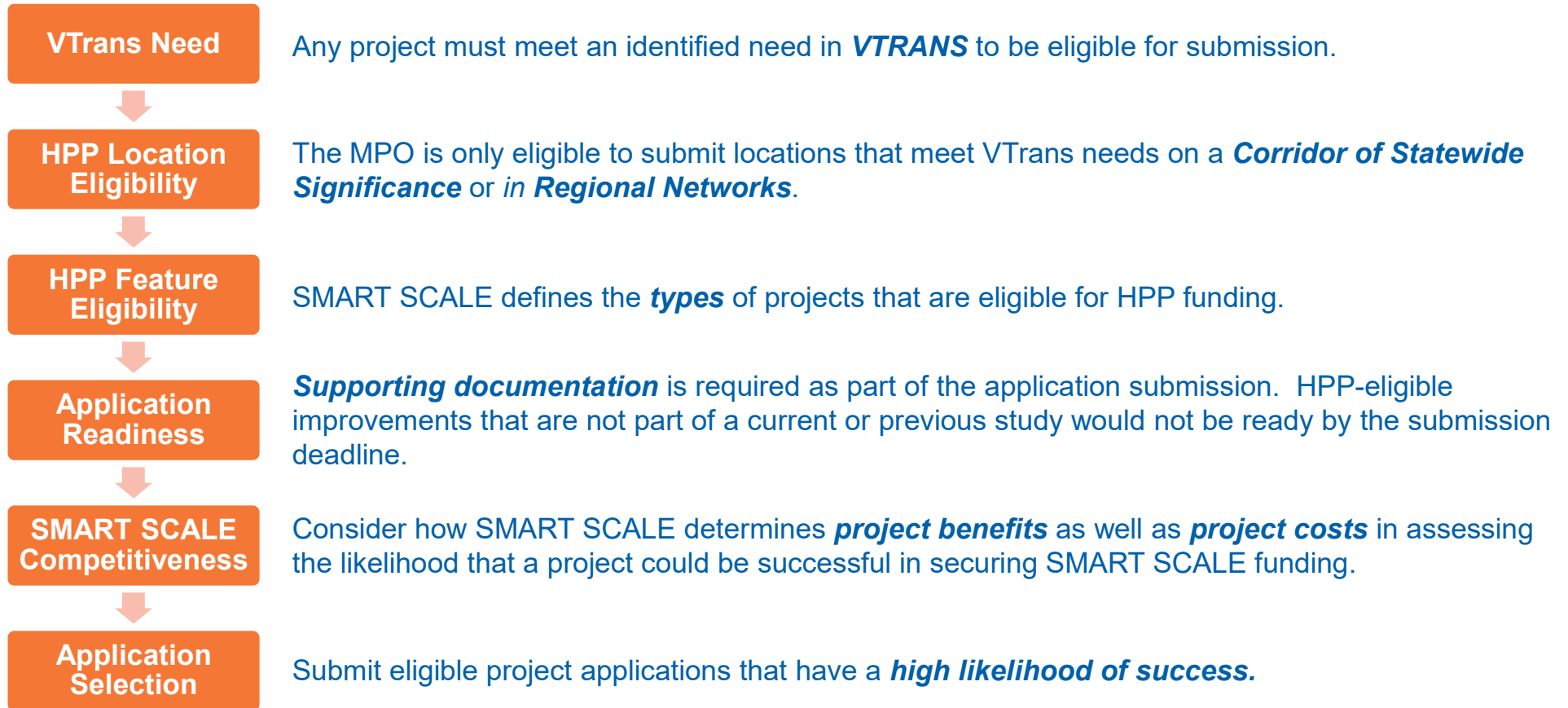
 Charles Proctor and Sandy Shackelford

October 2025

Meeting Agenda

1. HPP Application Development Process
2. HPP-Eligible Projects
3. Next Steps

HPP Eligibility Application Selection





- **VTrans is the Statewide Transportation Plan**
- **Needs are identified using a data-driven process**
- **VTrans identifies locations with needs, but does not recommend solutions**
- **Priority needs are identified at both the statewide and construction district levels**
- **VTrans Construction District Priority scoring weightings are consistent with SMART SCALE benefits scoring weightings**
 - **Based on Area Type**
- **The Prioritized Mid-term Needs were adopted by the CTB in April 2025 based on the 2023 data**
 - **Needs are shown graphically on the [VTRANS Interactive Map tool](#)**

Travel Market	Board-adopted VTrans Need Category	Weighting- Statewide Priority	Weighting – Construction District Priority ¹			
			Area Type A	Area Type B	Area Type C	Area Type D
CoSS	Congestion Mitigation	25.00%	These Need Categories are not utilized for establishing Construction District Priority Locations.			
CoSS	Improved Reliability (Highway)	15.00%				
CoSS	Improved Reliability (Intercity and Commuter Rail)	10.00%				
Safety	Roadway Safety (along CoSS)	25.00%				
CoSS	Capacity Preservation	10.00%				
CoSS	Transportation Demand Management	15.00%				
RN	Congestion Mitigation	These Need Categories are not utilized for establishing Statewide Priority Locations.	25.00%	15.00%	10.00%	5.00%
RN	Improved Reliability (Highway)		20.00%	10.00%	5.00%	5.00%
RN	Transit Access to Equity Emphasis Areas		5.00%	6.25%	6.25%	3.75%
RN	Transit Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Pedestrian Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Bicycle Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
UDA	Access to Industrial and Economic Development Areas		2.50%	10.00%	10.00%	15.00%
Safety	Roadway Safety		15.00%	15.00%	20.00%	25.00%
Safety	Pedestrian Safety		5.00%	5.00%	5.00%	5.00%
CoSS, RN	Capacity Preservation		2.50%	10.00%	15.00%	20.00%
RN	Transportation Demand Management		10.00%	10.00%	10.00%	10.00%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Source: [VTrans Policy Guide, Table 3.](#)



CA-MPO VTRANS Priority Needs



Legend

Prioritized_Needs_2023

- Priority 1
- Priority 2
- Priority 3
- Priority 4



SMART SCALE is a prioritization process used to fund projects in two construction programs:

- **High Priority Projects Program (HPP)**
 - Funds projects of statewide/regional significance
 - Competitive statewide
 - Projects must meet thresholds for both location and type to be eligible
- **District Grant Program (DGP)**
 - Funds projects of local significance
 - Competitive within each VDOT Construction District



Eligible Applicants	Regional Entity	Locality	Public Transit Agencies
Addresses Need on Corridor(s) of Statewide Significance	Yes	Yes	Yes
Addresses Need on Regional Network	Yes	Yes	Yes
Improvement to Support Urban Development Area(s)	No	Yes	No
Addresses Identified Safety Need	No	Yes	No



Table 2.3 Features Required for HPP Eligibility

Feature Category	Feature Name
Highway	Add New Through Lane(s); Roadway on New Alignment; Managed Lane(s) (HOV/HOT/Shoulder); Improve Grade Separated Interchange; Innovative Interchange; New Interchange, Non-Limited Access Facility; New Interchange, Limited Access Facility; New Bridge
Transit	New High-Capacity or Fixed-Guideway Route/Service; Increase Existing High-Capacity or Fixed-Guideway Route/Service; Construct/Expand Bus Facility
Rail	Rail Service Improvements; New Station or Station Improvements; Intercity Passenger Rail Service Improvements; New Intercity Passenger Rail Station or Station Improvements; Freight Rail Improvements

Alternatively, an application is eligible for HPP funds if the proposed improvements are identified as the preferred alternative of one of the following studies:

- STARS
- Pipeline
- Arterial Management Plan
- MPO/Transit/Local study with components equivalent to one of the previously listed studies, completed in coordination with VDOT staff, and meeting the definition of “regionally significant” in accordance with 23 CFR 450.104.



- **Supporting documentation requirements are dependent on the type of improvement**
- **All projects require:**
 - **Study/Plan**
 - **Concept Sketch**
 - **Cost Estimate**
- **Projects involving improvements to grade-separated interchanges, including ramp extensions, require a technical report documenting safety and operations impacts**

Improve Grade-Separated Interchange

Document:	Draft or final IAR or OSAR with a signed LD-459 Framework Document
Conditions:	All selections
Gate 2 Confirmations:	• District L&D Engineer
Gate 3 Confirmations:	• District L&D Engineer • District Environmental Manager • District Traffic Engineer • District Planner • District Project Development Engineer • Assistant State L&D Engineer

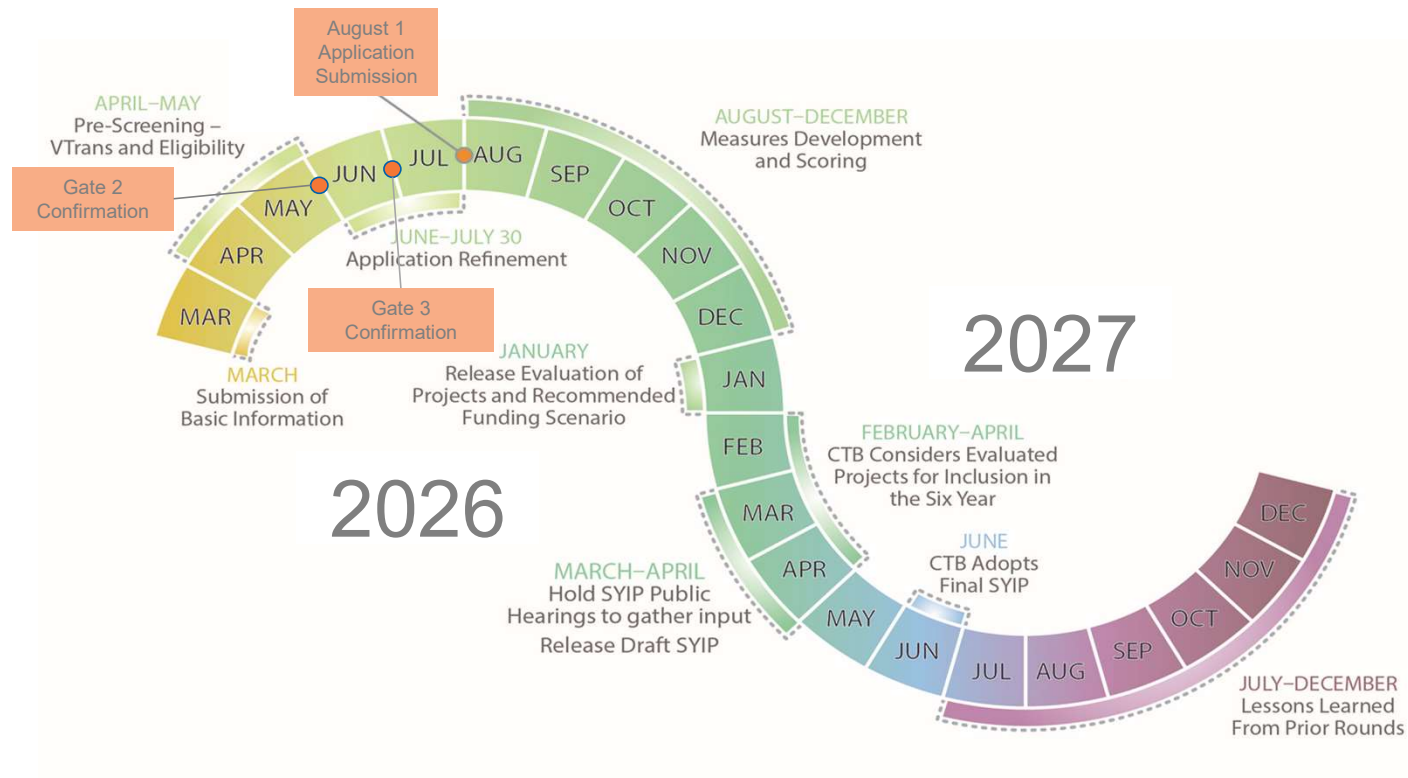
Innovative Interchange

Document:	Draft or final IAR or OSAR with a signed LD-459 Framework Document*
Conditions:	All selections
Gate 2 Confirmations:	• District L&D Engineer • Assistant State Traffic Engineer
Gate 3 Confirmations:	• District L&D Engineer • Assistant State Traffic Engineer • District Environmental Manager • District Traffic Engineer • District Planner • District Project Development Engineer • Assistant State L&D Engineer

Source: [SMART SCALE Round 6 Technical Guide](#)



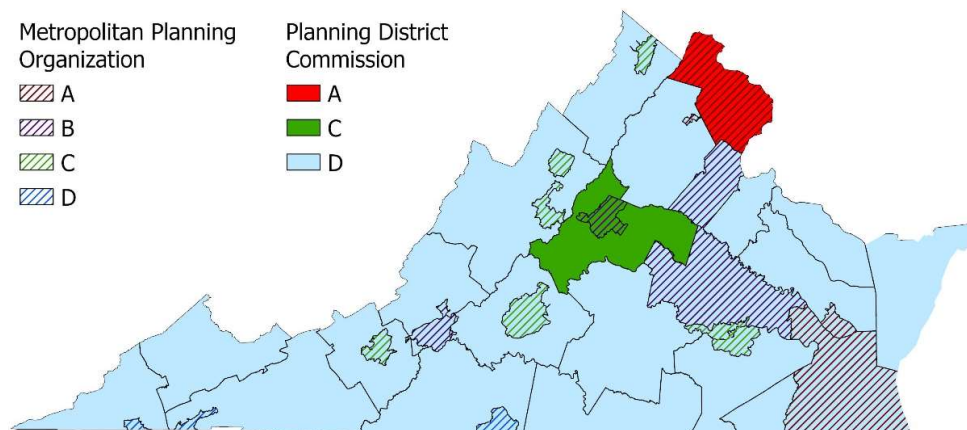
SMART SCALE Schedule





Project Scoring Process

- Six scoring factors specified in Virginia State Code
- Factor weights used to calculate overall project score based on Area Type
 - Category A = Most Urban
 - Category D = Most Rural
- CAMPO is Area Type B
- For regional entities with population less than 500,000:
 - Maximum 4 applications



Factor	Safety	Congestion Mitigation	Accessibility	Land Use	Economic Development	Environmental Quality
Category A	15%	45%	25%	Multiplier	5%	10%
Category B	20%	25%	25%	Multiplier	20%	10%
Category C	30%	20%	15%	Multiplier	25%	10%
Category D	40%	10%	10%	Multiplier	30%	10%



Available Funding

- **Maintenance programs get funded first**
 - Increased maintenance expenses directly impact amount available for construction
 - FY26-31 Preliminary Six-Year Financial Plan Estimated Allocations reflect \$1.6 billion moved from Construction to Maintenance when compared to FY25-30
- **Supplemental Fuels Tax introduced in 2020 is fully phased in**
 - Previous rounds included 4-5 years of supplemental funding to phase in the new tax revenue
 - Future rounds will only include 2 years of supplemental funding
- **Anticipate similar funding levels to what was available in Round 6**
 - HPP: \$385.7 million
 - Culpeper DGP: \$68 million



Project Cost and Benefits Takeaways from Round 6

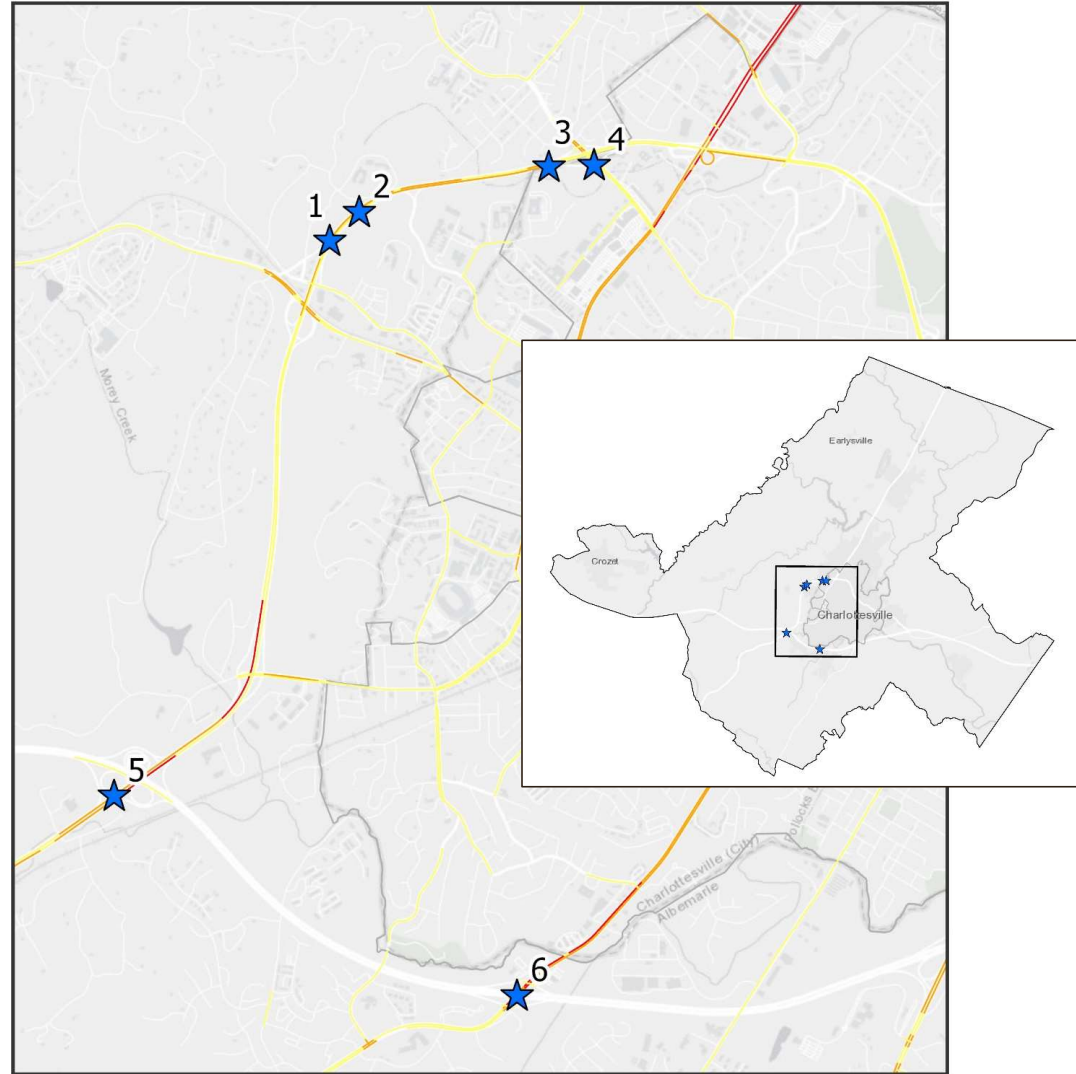
High Priority Grant Program:

- 70% (18 of 23) were identified as a Statewide Priority Need (1-4)
- 96% (22 of 23) were locations with a Priority 1 or 2 Construction District Priority Need
- **Average Cost of Funded HPP Projects was \$27.2 Mil**
 - \$10.507 Mil I-81 Port Republic Interchange Improvements in Staunton District
 - \$36.407 Mil US 250 Corridor Pipeline Improvements in Albemarle County
 - \$45.991 Mil I-85/95 Interchange Improvements in Richmond

HPP Eligible Projects

The following projects can meet **SMART SCALE** application readiness requirements:

1. US 29/250 SB Bypass Off-ramp Extension at Old Ivy Road
2. US 29/250 NB Bypass On-ramp Extension at Old Ivy Road
3. US 29/250 EB Off-ramp Extension at Barracks Road
4. US 29/250 EB Off-ramp/Barracks Road Interchange Improvement – Dual Left Turns/Sidewalk
5. US 29/I-64 Interchange Improvements at I-64 Exit 118
6. Fifth Street/I-64 Interchange Improvement (I-64 Exit 120)



Eligibility Review for Potential CAMPO* Projects

Project	VTRAN Priority	Top 50 PSI	Project Type	Study	Concept	Cost Estimate	Funding Eligibility	Comments	Recommendation
US 29/250 NB On-ramp Extension (Old Ivry Rd.)	2	-	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 2 Need	Consider for SS Rd 7
US 29/250 SB Off-ramp Extension (Old Ivy Rd.)	3	-	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 3 Need	Consider for SS Rd 7
US 29/I-64 Improvements	1	10 Seg	Interchange Improvement	Current Study	TBD	TBD	HPP	Study ongoing. Reviewing Potential Solutions.	Consider for SS Rd 7
US 29/250 NB Off-ramp Extension to Barracks Rd	2	Seg 230	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 2 Need & PSI Segment	Consider for SS Rd 7**
US 29/250 NB Off-ramp Dual Lefts & Sidewalk on Barracks Rd	3	Seg 236	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 3 Need & PSI Segment	Consider for SS Rd 7**
5 th Street/I-64 Improvements	1	11 - Int	Interchange Improvement	Current Study	To be revised	TBD	HPP	Study ongoing. Reviewing Potential Solutions.	Consider for SS Rd 7

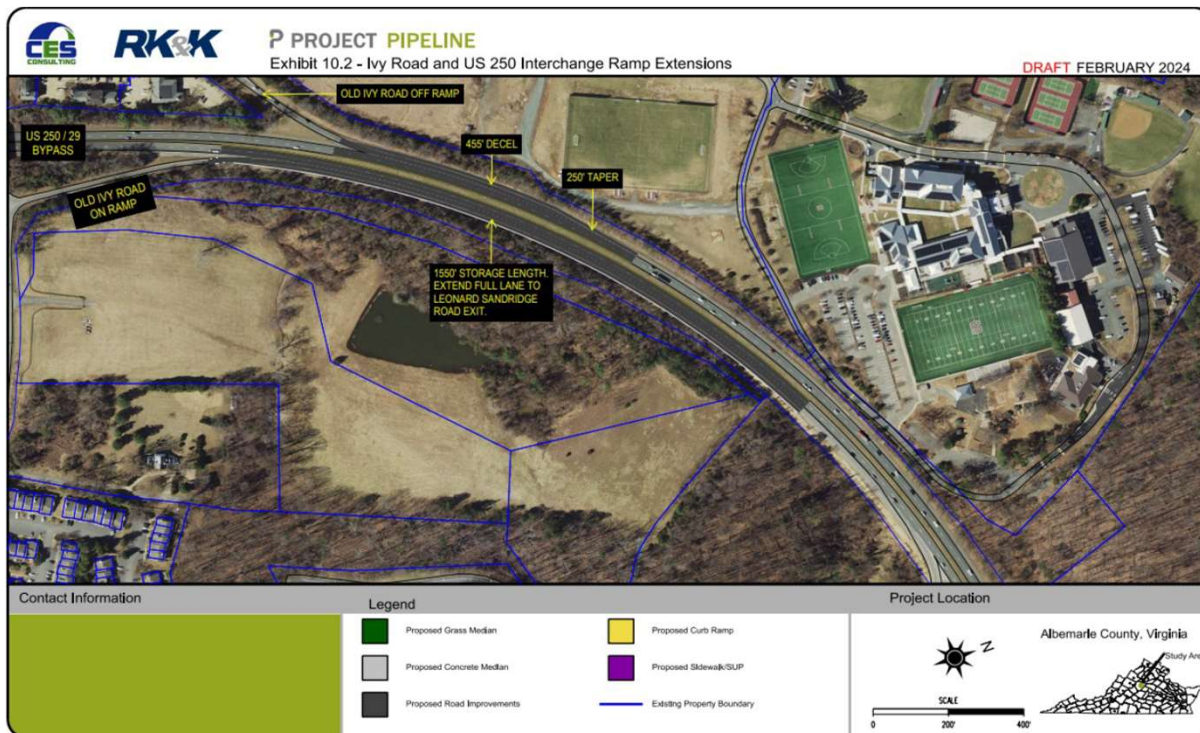
Notes:

* The TJPDC is also eligible to submit these Project applications

** Consider combining both ramp projects into one application as the needs have increased

Potential SMART Scale Application Location

Old Ivy Road Ramp Extensions



Improvement Description

- Preferred Alternative: Lengthening the US 250 northbound Bypass On-ramp acceleration lane to 1,550 feet of full-width storage, extending the on-ramp to the Leonard Sandridge Road exit.
- Preferred Alternative: Lengthening the US 250 southbound Bypass Off-ramp deceleration lane to 455 feet of full-width storage. The 455-foot deceleration lane will provide the standard deceleration length for this off-ramp.

Safety Results

- Extending the US 250 Bypass northbound On-Ramp to a length of 1,550 feet has a CMF = 0.594, which means the crashes are anticipated to be reduced by 40.6% in the influence area of the acceleration lane.
- Extending the US 250 Bypass SB Off-Ramp to a length of 455 feet has a CMF = 0.241, which means the crashes are anticipated to be reduced by 75.9% in the influence area of the deceleration lane.

Potential SMART Scale Application Location

NB 29/250 Bypass Ramp to Barracks Rd



- There are two options for the NB Terminal Intersection.
- The first is to provide dual left turn lanes.
- The other option is to extend the deceleration lanes on the Bypass. Both option will address the current issue.



Potential SMART Scale Application Location

NB 29/250 Bypass to Barracks Rd Ramp Extensions Option 1



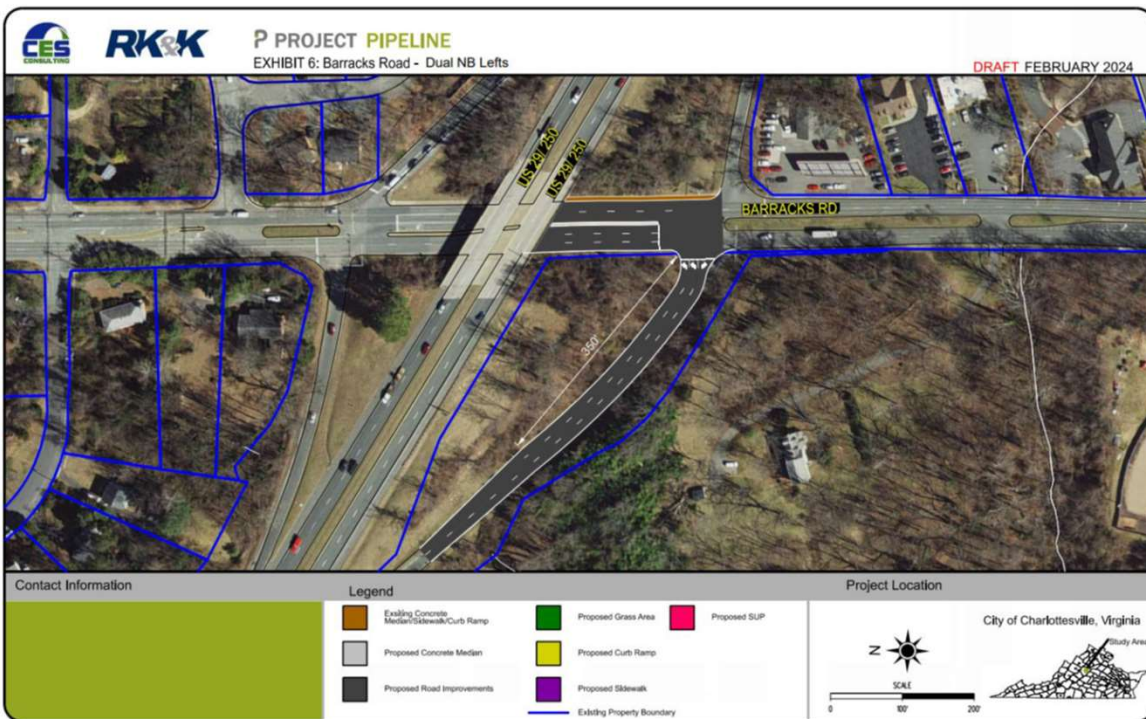
Safety Results

- Installing dual Left turn lanes has a CMF value of 0.75, a 25% reduction in all crash types.

62% of respondents to the public survey were supportive of this option

Potential SMART Scale Application Location

NB 29/250 Bypass to Barracks Rd Ramp Extensions Option 2



Safety Results

- Installing dual Left turn lanes has a CMF value of 0.75, a 25% reduction in all crash types.

60% of Response to the public survey were supportive of this option.

Potential SMART Scale Application Location

NB 29/250 Bypass to Barracks Rd Ramp Improvement Revised Option 2



Safety Results

- Installing dual Left turn lanes has a CMF value of 0.75, a 25% reduction in all crash types.

Revisions:

- Includes the sidewalk connection through the interchange.
- Upgrade the existing ADA ramps on the north side to meet standards
- Adds a crosswalk on the west side and potentially on the east side of the interchange
- Overlap is consistent with the County's potential project for Barracks Rd to the west.

Next Steps & Discussion

Direction from the Policy Board on Round 7 applications

CA-MPO – Previous Applications

App ID	Project Title	Submitting Organization	Residency	SS Round	Project Type	Benefit Score	SS Request	SS Score	Rank	Comments
634	Interstate 64 - Exit 118	CAMPO	C'ville	1	COSS	0.703	\$134,446,705	0.048	282	Split into pieces and resubmitted in Round 2 and 3; Revisions funded in smaller projects
1385	Free Bridge Congestion Relief	CAMPO	C'ville	2	CoSS	9.064	\$45,761,730	1.981	229	Split and submitted 20/250 in Round 3; Revision funded (submitted by Albemarle County)
1386	Exit 124 (Interstate 64)	CAMPO	C'ville	2	CoSS	11.918	\$18,400,000	6.477	116	Funded
1387	I 64 - Exit 118 WB loop closure & SB Lt.Turn Add	CAMPO	C'ville	2	RN	0.597	\$6,775,000	0.881	288	Funded through HSIP
1398	Exit 118 WB I64/NB Route29	CAMPO	C'ville	2	RN	2.258	\$2,900,000	7.784	97	Funded
4049	US 29 and Fontaine Avenue Inter. Imp.	CAMPO	C'ville	3	RN	5.099	\$21,900,000	2.328	183	Revised and Resubmitted Rd 4
4102	Package 1 - US 29 and Hydraulic Road Imp.	CAMPO	C'ville	3	COSS	8.606	\$206,093,288	0.459	360	Re- evaluated and Resubmitted in Rd 4; Revision funded (#7088)
4375	Package 2 - Hydraulic Road and US 29 Intersection	CAMPO	C'ville	3	COSS	7.083	\$109,363,456	0.702	328	Evaluated and Resubmit Rd 4; Revision funded (#7088)
4386	Package 3 - US 29 and Hydraulic Area Imp.	CAMPO	C'ville	3	COSS	3.637	\$96,729,832	0.419	368	Evaluated and Resubmit Rd 4; Revision funded (#7088)
6892	US 29 and Fontaine Avenue Inter. Imp.	CAMPO	C'ville	4	RN	10.852	\$12,374,620	8.769	73	Funded
7088	Hydraulic Road and 29	CAMPO	C'ville	4	CoSS	16.509	\$18,300,000	28.809	10	Funded
7091	Hillsdale South Extension	CAMPO	C'ville	4	RN	12.955	\$34,314,082	3.775	156	Considering Resubmission in Future; Still HPP eligible

CA-MPO – Previous Applications

App ID	Project Title	Submitting Organization	Residency	SS Round	Project Type	Benefit Score	SS Request	SS Score	Rank	Comments
9174	Fifth Street Ext. Multimodal Imp.	CAMPO	C'ville	5	RN	3.828	\$22,788,588	1.680	273	MPO/Localities looking at other options; No longer HPP eligible as standalone project
9178	Avon Street Multimodal Improvements	CAMPO	C'ville	5	RN	13.379	\$15,807,317	8.464	54	Funded
9179	Rivanna River Bicycle and Ped. Bridge Crossing	CAMPO	C'ville	5	CoSS	13.352	\$42,115,788	3.170	179	MPO Looking at other options; No longer HPP eligible
9180	District Ave. / Hydraulic Rd. Roundabout	CAMPO	C'ville	5	RN	9.215	\$20,051,997	4.596	130	Funded
11487	US250/Peter Jeff. Pkway and Rolkin Road Pipeline Bundle	CAMPO	C'ville	6	CoSS	24.390	\$36,406,798	6.700	38	Funded
11675	I64/Fifth Street Interchange Improvement (Exit 120)	CAMPO	C'ville	6	CoSS	16.930	\$79,010,129	2.143	139	Re-evaluating in a Pipeline Study for Round 7
11678	Barracks Road Pipeline US 29/250 Interchange and SUP	CAMPO	C'ville	6	CoSS	19.150	\$93,859,520	2.041	142	Revise to consider lesser alternatives and resubmit
11679	Barracks Road Pipeline Corridor Improvements	CAMPO	C'ville	6	CoSS	25.110	\$130,615,775	1.922	153	Full corridor project too expensive to be competitive