



REGIONAL INFRASTRUCTURE STRATEGY

What could it look like?

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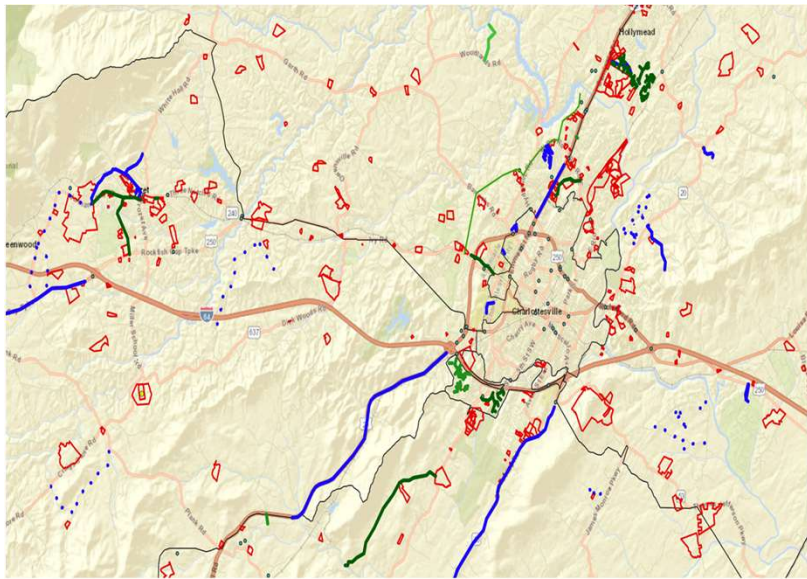
Today Starts with Better Regional Coordination

Goal: Transition from isolated applications to a unified regional portfolio.

Today's Action: Project presentations from member entities for SMART SCALE Round 7.

Outcome: Opportunity for MPO questions and a strategic Resolution of Support.

The Regional Competitive Landscape



- **Understanding "Market Saturation" for Culpeper District Grant Funds (\$68M last round).**
- **Identifying where our regional projects fit in the larger district pipeline.**

Lessons from the Field: What Wins?

Round 6:

- 43 out of 53 (80%) of all funded projects Statewide were located on a Priority 1 or 2 Construction District Priority Need
- 14 out of 14 (100%) of HPP Projects Funded Statewide were located on a Priority 1 or 2 Construction District Priority Need

- Priority 1 & 2 Needs = **Greatest chance of success**
- **Low-cost, high-benefit (ROI) remains the most successful profile.**
- **Models of Success: Examples from SAWMPO and CVTA.**

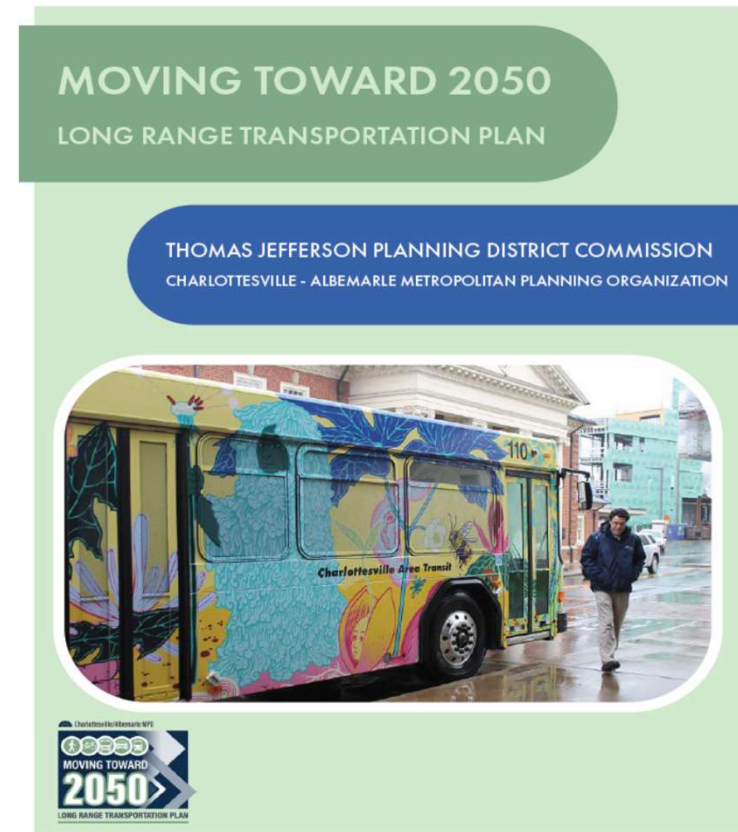
Regional Organizations Adopting Smart Scale Like Processes

Feature	CVTA (Richmond Region)	SAWMPO
Funding Authority	Self-funding. Collects its own regional sales and gas taxes.	Relies on state/federal grants.
Project Selection	Allocates 35% of its own revenue specifically for high-cost regional projects.	Focuses on scoring projects to help member localities win state funds.
Allocation Cycle	Coincides with non-Smart Scale years (odd years) to leverage funds.	Every 5 years (LRTP cycle).

In Round 6, Staunton and Richmond District captured 11 of 14 HPP Projects.

The LRTP: Potential Strategic Foundation & Filter

- **Foundation: The Moving Toward 2050 LRTP is our “Single Source of Truth.”**
- **The Filter: Using approved performance-based data to objectively validate local priorities.**
- **Strategic Alignment: Moving from a “list of projects” to a “pipeline of strategies.”**



The Value Gap – Aligning with State Priorities

- **Strategic Alignment: Rural areas (TJPDC) have moved from Area Type C to Area Type D.**
- **Urban (Type B): Weights Congestion (25%) and Accessibility (25%) heavily.**
- **Rural (Type D): Safety is 40% of the total score.**
- **Concept: Matching each project to the "measuring stick" where it has the best chance to win.**

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%

A Conceptual "Three-Bucket" Strategy

- **Bucket 1 (SMART SCALE):** Projects hitting state Priority 1/2 needs with high ROI.
- **Bucket 2 (Regional):** Partnerships that bridge jurisdictional lines (Shared-use paths, Transit).
- **Bucket 3 (Local):** Essential local needs funded through Revenue Sharing or Federal Safety grants.

Aligning Projects with Funding Programs

Priority Type	Funding Program	Priority Determination	Eligible Applicants	Funding Program Considerations
Statewide	High Priority Project Program (SMART SCALE)	VTrans Statewide Priority	<ul style="list-style-type: none"> • MPOs • PDCs • Transit Agencies • Localities 	<ul style="list-style-type: none"> • Limited to projects on Corridors of Statewide Significance or Regional Networks • Project type eligibility limited to capacity expansion • Competitive Statewide
Construction District	District Grant Program (SMART SCALE)	VTrans Construction District Priority	<ul style="list-style-type: none"> • Localities 	<ul style="list-style-type: none"> • Limited to projects that meet VTrans needs • Competitive within Construction District • Limited funding availability
Regional	Federal Discretionary Grants: <ul style="list-style-type: none"> • BUILD • SS4A • Reconnecting Communities 	<ul style="list-style-type: none"> • Federal Legislative Priorities • Notice of Funding Opportunity (NOFO) Criteria 	Per NOFO, could include: <ul style="list-style-type: none"> • MPOs • PDCs • Localities 	<ul style="list-style-type: none"> • Dependent upon continued federal funding • Match requirements vary by program • Highly competitive • BUILD: Fund surface transportation projects that will have a significant local or regional impact • SS4A: Improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries for all users • Reconnecting Communities: Address infrastructure barriers, restore community connectivity, and improve peoples' lives
Local	Revenue Sharing	<ul style="list-style-type: none"> • Comprehensive Plans • Small Area Plans • Other locally developed plans 	<ul style="list-style-type: none"> • Localities 	<ul style="list-style-type: none"> • 50% Local Match Required • \$10 million maximum in state funding per project • \$10 million maximum funding per locality per biennial grant cycle • A locality may request funds for a project located within its own jurisdiction or in an adjacent jurisdiction, with concurrence from the governing body of the other locality
	<ul style="list-style-type: none"> • Transportation Alternatives • Federal Lands Access Program • Economic Development Access Program • Others 	<ul style="list-style-type: none"> • Grant Program Guidelines 	<ul style="list-style-type: none"> • Varies by program 	<ul style="list-style-type: none"> • Competitive per criteria established by grant program

What could Be?

- **Summary: Leveraging our foundation to increase regional success.**
- **First Suggestions for Discussion:**
 - **Utilize a Tiered Coordination structure (Strategic & Operational).**
 - **Leverage LRTP data to refine project scopes for future rounds.**
 - **Maintain a bi-directional flow between local needs and regional funding.**