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Agenda

MPO Technical Committee

Wednesday, November 17th, 2020 @ 7:00 p.m.

Virtual Meeting via Zoom

<https://us02web.zoom.us/j/89216555306?pwd=MkVPRDNkRnQzeDdUcHlxVXMzWTdCUT09>

Password: 209173

Item	Time	Description
0	10:00-10:00	Attendance
1	10:00-10:03	Matters from the Public: limit of 3 minutes per speaker <i>Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker</i>
2	10:03-10:05	Approval of September 15th draft meeting minutes (See Sept 2020 MPO Tech Minutes DRAFT)
3	10:05-10:35	Transportation Performance Management and Performance-Based Planning and Programming – Andrew Pike (OIPI) • Background on OIPI, definitions of performance-based planning and transportation performance management, and local impacts. • For more information, see OIPI Presentation.
4	10:35-11:00	Transportation Performance Management: 2021 Safety Measure Targets – Stephen Read PE (VDOT) • Details of setting this year's state safety measures targets and impacts on the MPO • For more information, see Safety Target Presentation.
5	11:00-11:30	VTrans Mid-term Needs – Christopher Wichman (OIPI) • Mr. Wichman will a demo the online workshop page and mapping application; he will share links to documents to comment on. • For more information, see Draft Policy Guide.
6	11:30-11:50	Smart Scale Process Changes – Chip Boyles (TJPD/CAMPO) • Smart Scale process update (Chip Boyles). • For more information, see Smart Scale Memo Procedures. ○ MPO Technical Committee members should be prepared to vote to recommend (or not recommend) that the MPO Policy Board accepts the new process recommendation.
7	11:50-11:57	Roundtable Updates – all voting members
8	11:57-12:00	Additional Matters form the Public: Limit of 3 minutes per speaker <i>Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker</i>

Upcoming Meetings:

MPO Tech Committee (3rd Tuesday): January 19th at 10am

MPO Policy Board (4th Wednesday): December 1st at 4pm

MPO CTAC (3rd Wednesday): January 20th at 7pm

Transportation Performance Management and Performance-Based Planning and Programming

*Presentation to the Charlottesville-Albemarle Metropolitan
Planning Organization's Technical Committee*

Andrew Pike
November 17, 2020

Agenda

- **What/who is OIPI?**
- **What is performance-based planning and programming (PBPP)?**
- **What is transportation performance management (TPM)?**
 - **Details of federal TPM**
 - **State/CAMPO performance targets and actual performance 2017-2019**
 - **Next steps for federal TPM**

What is OIPI?



- **OIPI is Virginia's Office of Intermodal Planning and Investment.**
 - **Established in 2002; now with a staff of 12.**
 - **Responsible for the Commonwealth's long-range transportation plan, VTrans; project prioritization process, SMART SCALE; and performance management.**
 - **Work with VDOT and the Department of Rail and Public Transportation; MPOs and PDCs; FHWA; and the Department of Motor Vehicles, Dept. of Aviation, Port of Virginia, Space Port, and Motor Dealer Vehicle Board.**

OIPI's role in performance management



- **Team of three is focused on the following priorities:**
 - **Implementing the federal framework for transportation performance management (TPM) and performance-based planning and programming (PBPP).**
 - **Developing new performance measures and data-driven target-setting methodologies that build on the federal framework.**
 - **Using performance trends and data analysis to inform investment and policy decisions.**
 - **Building a data-sharing platform and reporting and analytical tools.**

Performance-Based Planning and Programming

How Do We Plan?
Statewide, Regional,
Corridor, Local
Planning efforts

VTRANS | VIRGINIA'S
TRANSPORTATION PLAN
Establish a sustainable, long-term vision
for a safe and reliable multimodal
surface transportation network

How Are We Doing?
Performance
Monitoring,
Investment Evaluation



Monitor and evaluate
performance of investments
to ensure progress is being
made and allow for
course-corrections



How Do We Invest?
SMART SCALE,
HSIP, MERIT, etc



**SMART
SCALE** Funding the Right
Transportation Projects
in Virginia
Prioritize capacity,
operations, and TDM
investments to improve and
strengthen the network

Performance-Based Planning and Programming



- FHWA and FTA establish performance measures
- States/MPOs establish targets and track performance
- States/MPOs incorporate performance targets and results into long-range plans and transportation improvement programs
- States/MPOs utilize performance data to inform planning and investment decisions
 - Federal TPM and PBPP set a foundation for utilizing data-driven approaches to planning and investing
 - States/MPOs not required to use federal performance measures to prioritize investments; however, States/MPOs must report out on these measures and results

Transportation Performance Management (TPM) Background



- **MAP-21 Federal Law – Established performance measures for:**
 - Safety
 - Asset Condition
 - System Performance
 - Transit asset management
 - Public transit agency safety plans
- **HB2241/SB1331 – Commonwealth Transportation Board to establish performance targets for surface transportation**

Transportation Performance Management - Where are we now



- **States/MPOs establish 4-year targets (CY 2021) for all measures and 2-year targets (CY 2019) for some measures**
 - Baseline Performance Period is CY 2017
 - First performance period runs 2018-2021
 - MPOs could adopt state targets or set own
 - State submitted a mid-term report in October
- **States/MPOs now have the opportunity to adjust 4-year targets**
 - Requires explanation for 2-year targets not achieved and what will be done to achieve the 4-year targets

Pavement Condition Performance 2017-2019



Measure	State Target (percent)	CAMPO Target (percent)	Performance (percent)			Trend / Target Achievement
			2017	2018	2019	
Pavement in Good Condition (Interstate) - State	45		57.8	57.5	57.9	Improving/ Meeting Target
Pavement in Good Condition (Interstate) - CAMPO		45	58.9	72.8	69.7	Improving/ Meeting Target
Pavement in Poor Condition (Interstate) - State	< 3		0.6	0.3	0.3	Improving/ Meeting target
Pavement in Poor Condition (Interstate) - CAMPO		< 3	0.2	0.0	0.0	Improving/ Meeting Target

CAMPO supports the state targets for the pavement performance measures.

Pavement Condition Performance 2017-2019



Measure	State Target (percent)	CAMPO Target (percent)	Performance (percent)			Trend / Target Achievement
			2017	2018	2019	
Pavement in Good Condition (Non-interstate NHS) - State	25		33.5	34.8	36.7	Improving/ Meeting target
Pavement in Good Condition (Non-interstate NHS) - CAMPO		25	14	28.9	26.3	Improving/ Meeting target
Pavement in Poor Condition (Non-interstate NHS) - State	< 5		0.9	0.9	0.9	Meeting target
Pavement in Poor Condition (Non-interstate NHS) - CAMPO		< 5	0.0	0.0	0.9	Meeting target

CAMPO supports the state targets for the pavement performance measures.

Bridge Condition Performance 2017-2019



Measure	State Target (percent)	CAMPO Target (percent)	Performance (percent)			Trend / Target Achievement
			2017	2018	2019	
	4-yr	4-yr				
Deck Area of NHS Bridges in Good Condition - State	30.5*		34.3	32.6	32	Declining/ Not meeting target
Deck Area of NHS Bridges in Good Condition - CAMPO		23	10.8	10.8	10.9	Not meeting target
Deck Area of NHS Bridges in Poor Condition - State	3		3.4	3.7	3.1	Improving/ Not meeting target
Deck Area of NHS Bridges in Poor Condition - CAMPO		2	8.8	7.6	7.7	Improving/ Not meeting target

CAMPO established its own targets for the bridge performance measures.

***The State adjusted its 4-year target downward.**

System Performance: Reliability Conditions 2017-2019



Measure	State Target (percent)	CAMPO Target (percent)	Performance (percent)			Trend / Target Achievement
			2017	2018	2019	
Person-Miles Traveled that are Reliable (Interstate) - State	82		82.2	82.4	83.5	Improving/ Meeting target
Person-Miles Traveled that are Reliable (Interstate) - CAMPO		99	100	100	100	Meeting target
Person-Miles Traveled that are Reliable (Non-interstate) - State	82.5		86.8	88	88.9	Improving/ Meeting target
Person-Miles Traveled that are Reliable (Non-interstate) - CAMPO		80	84.8	88	93	Improving/ Meeting target

CAMPO established its own targets for these reliability performance measures.

System Performance: Freight Reliability Conditions 2017-2019



Measure	State Target (percent)	CAMPO Target (percent)	Performance (percent)			Trend / Target Achievement
			2017	2018	2019	
Truck Travel Time Reliability Index (Interstate) - State	1.56		1.48	1.58	1.53	Challenging/ Meeting target
Truck Travel Time Reliability Index (Interstate) - CAMPO		1.2	1.13	1.15	1.15	Improving/ Meeting target

CAMPO established its own target for the freight reliability performance measure.

Current TPM Activities for MPOs



- **Adjusting federal performance targets for bridge, pavement, and reliability measures**
 - Resources available on Planning Connections team site
 - [MPO Memo/Next Steps](#)
 - [MPO Performance Summary](#)
 - Detailed data provided for pavement and bridge data
 - Any adjustments must be made by March 15, 2021 and documented to OIPI and VDOT
- **Establishing CY 2021 safety targets**

Other TPM Requirements for MPOs



Transportation improvement program (TIP)

- MPOs must describe in the TIP how the program of projects contributes to achieving the MPO's performance targets in the MTP, linking investment priorities to those targets.
- VDOT and DRPT have provided template language to MPOs

Metropolitan transportation plan (MTP)

- MPOs must include a description of the individual performance measures and targets
- In addition to including performance measures and targets, MPOs must include a *system performance report* at the time of adoption. That report must include an evaluation of system performance with respect to the performance targets.

Questions?





COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Transportation Performance Management 2021 Safety Measure Targets

Stephen Read, P.E.
Safety Planning Manager
November, 2020



Safety Performance Management Background

- MAP-21 federal law establishes performance targets for Safety (5 measures)
- Safety targets must be established annually
- VDOT and Governor's Highway Safety Office (DMV) must agree to targets for 3 of the 5 performance measures
- DMV must report targets to NHTSA by June 30
- VDOT must report targets to FHWA by August 31
- MPOs report to DOT within 180 days

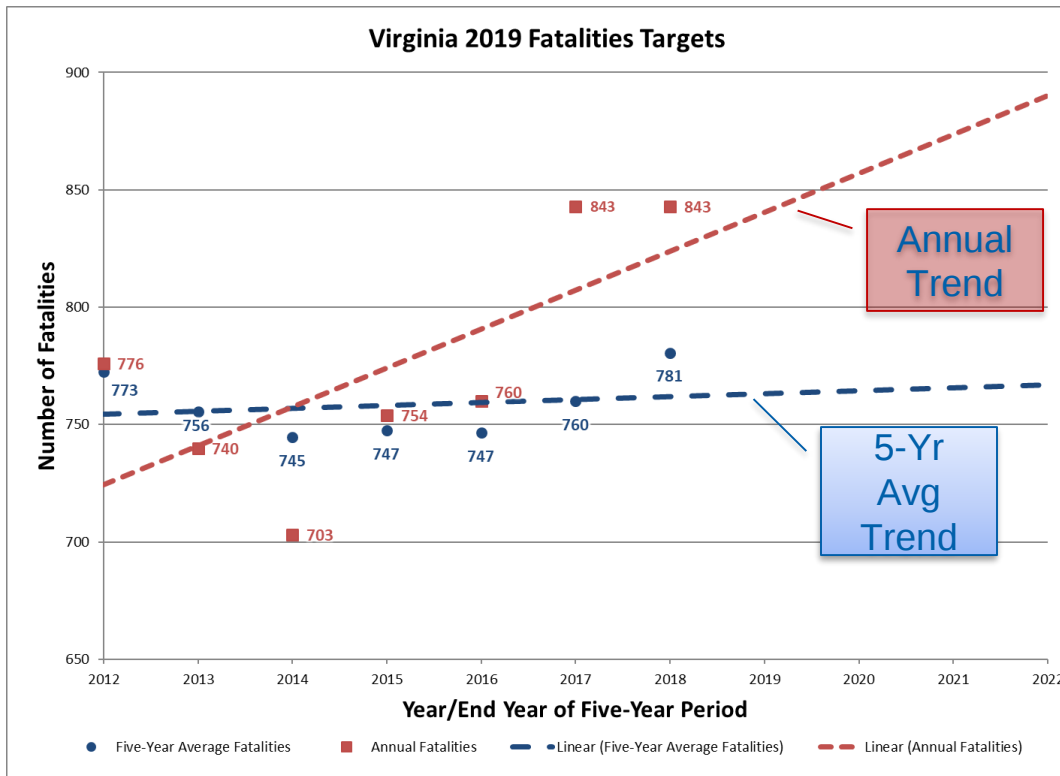
Safety Performance Measures

- Number of fatalities*
- Number of serious injuries*
- Rate of fatalities per 100M vehicle miles traveled*
- Rate of serious injuries per 100M vehicles miles traveled
- Number of non-motorized fatalities and serious injuries

Submitted as five-year average values

*Federal measures requiring coordination with the Governor's Highway Safety Office

Setting 2019 Targets was Pivotal Year



Recent annual number trends did not match five-year average trends.

Commonwealth Transportation Board requested that a more data driven model and method be developed for safety targets.

Refining Target Setting: Data-Driven Method

Key steps to develop 2021 targets:

1. Evaluate anticipated benefits of recent (or soon to be completed) infrastructure projects
2. Analyze external factors to predict 2019 baseline crash safety measure counts for validation
 - assess new factors
 - update and refine model for 2021 predictions
3. Combine the baseline predictions with project benefits to establish data-driven targets

Step 1: All Projects Expected Reductions and Cost per Annual Reduction

Description	F People	SI People	F + SI Ped/Bike People
Spot/Corridor Reduction	1.0 / Yr	11.2 / Yr	1.3 / Yr
Spot Cost / Annual Reduction	\$415.5 M	\$37.1 M	\$193.1 M
Hybrid Reduction	1.5 / Yr	7.8 / Yr	0.6 / Yr
Hybrid Cost / Annual Reduction	\$24.4 M	\$4.7 M	\$20.8 M
Systemic Reduction	1.1 / Yr	15 / Yr	7.5 / Yr
Systemic Cost / Annual Reduction	\$19.8 M	\$1.5 M	\$1.85 M
Total Expected Annual Reductions	3.6 / Yr	33.9 / Yr	9.4 / Yr

Step 2: Analyze External Factors to Predict 2021 Baseline

Refining the predictive baseline models includes three steps:

1. Assess past and new external factors with annual factors to calibrate the models
2. Validate the model external and annual factors with 2019 data
3. Forecast external and annual factors for 2021 measure predictions

Safety Measure
(by District & Month)

=

Exposure
(Vehicle Miles)

X

External Factors
(by District & Month)

X

Annual Factor

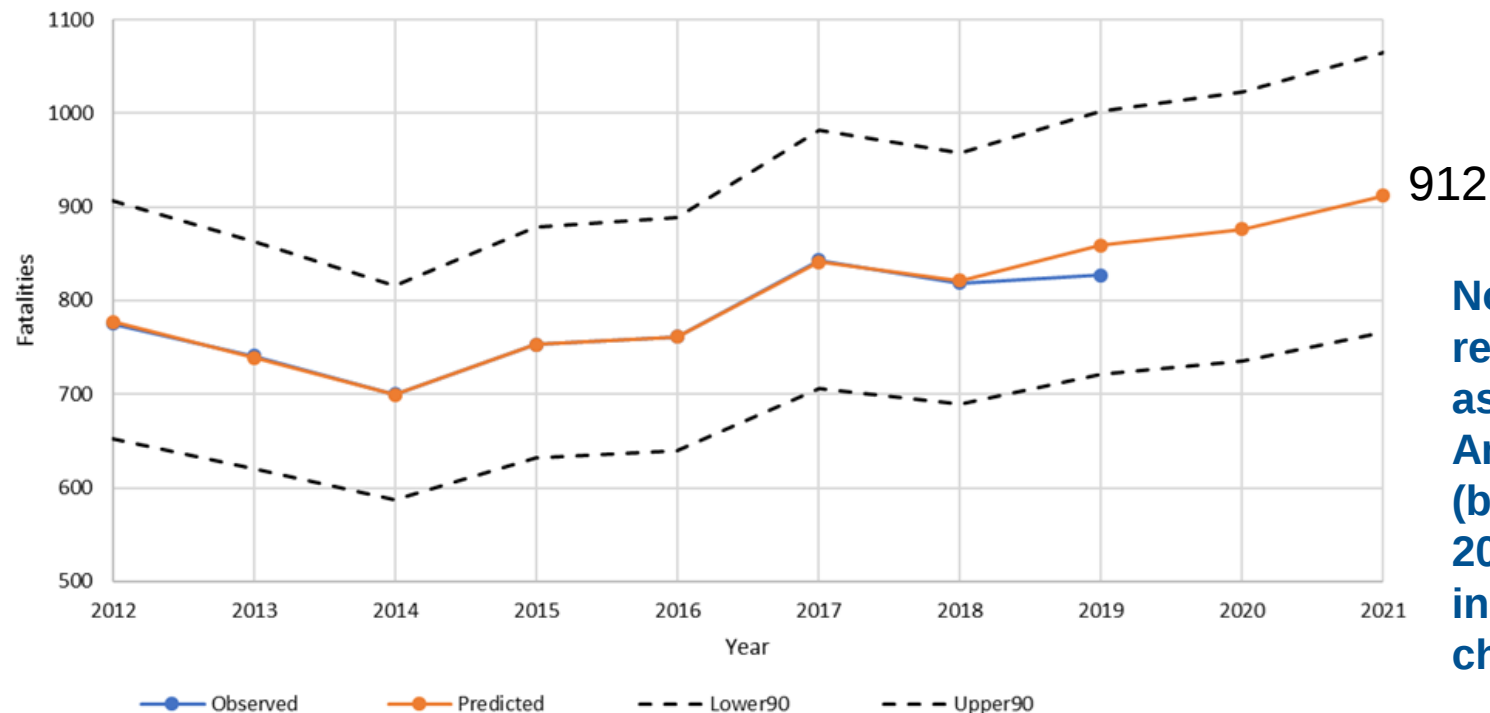
Step 2 - 2021 Baseline Prediction Models

External Factor	Effect on Fatal Crashes	Effect on Serious Injury crashes	Effect on Bike/Ped crashes
VTM growth	↑	↑	↑
Increasing local functional class % of VMT	↑	↑	↑
Increasing young population (15-24)	↑	↑	↑
Increasing aging population (75+)	↑	↑	
Gallons Liquor Sold		↑	
Liquor licenses			↑
Increased highway resurfacing spending	↓		
Increased emergency/incident management spending	↓		
Increased total behavioral programs spending	↓	↓	
Increased roadway maintenance spending		↓	
Increased average snowfall per month		↓	↓
Increased rural functional class % of VMT			↓
Increased non-motorized behavioral program spending			↓
Increased gas prices			↓

↑ = Additional factor in 2021 model

Predicted and Observed Fatalities:

Previous trends continue in 2020-2021



Note: Based on recent years, assumed flattening Annual Factor trend (but still increasing). 2019 was key indicator of changes.

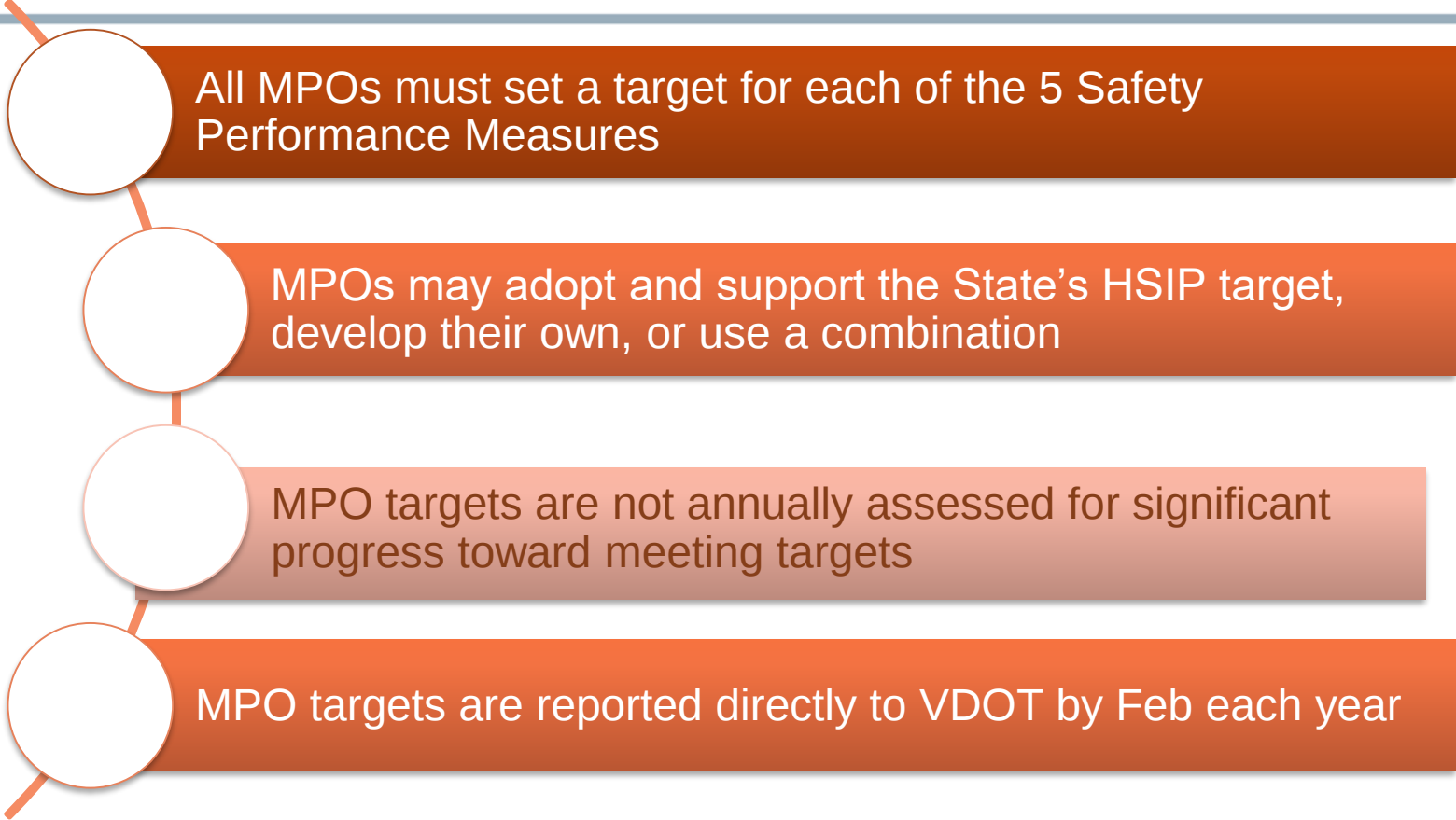
Step 3: 2021 Safety Measures Targets

With Previous Trends in Baseline Predictions

Description	F People	F Rate	SI People	SI Rate	F & SI Ped/Bike People
STEP 2: 2021 Target Baseline (Model)	912		7,533		760
STEP 1: Expected Project Annual Reductions	4	---	34	---	10
New: Expected Reductions Handheld Ban	10		114		**
STEP 3: 2021 Targets (Model)	898	1.012	7,385	8.325	750
CTB 2020 Adopted Targets (Model)	950	1.08	7,473	8.52	711

** Some of the Fatal and Severe Injuries reduced by the handheld ban will impact the Bike/Ped outcomes, but there is not a method to estimate the proportion.

Key Points about MPO Safety Performance Targets



All MPOs must set a target for each of the 5 Safety Performance Measures

MPOs may adopt and support the State's HSIP target, develop their own, or use a combination

MPO targets are not annually assessed for significant progress toward meeting targets

MPO targets are reported directly to VDOT by Feb each year

Source of facts and additional information can be found -
https://safety.fhwa.dot.gov/hsip/spm/docs/mpo_factsheet.pdf

State Target Percent Change –

Based on 5 Year Average reported to FHWA

Description	F People	SI People	F & SI Ped/Bike People
2014-2019 – Actual	801	7,675	726
2016-2021 – Target	852	7,451	725
2 year difference	+ 51	- 224	- 1
Target % Change / Yr	+ 3.2 %	- 1.46 %	- 0.08 %

VMT: Projected statewide increase = + 1.07% / year from 2019 to 2021

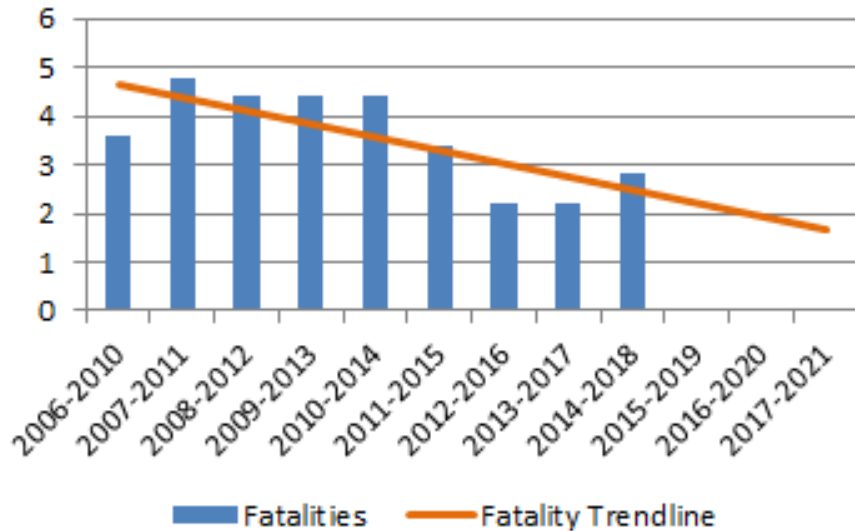
Using most recent historic “actual” data available

- Reduction, + Increase

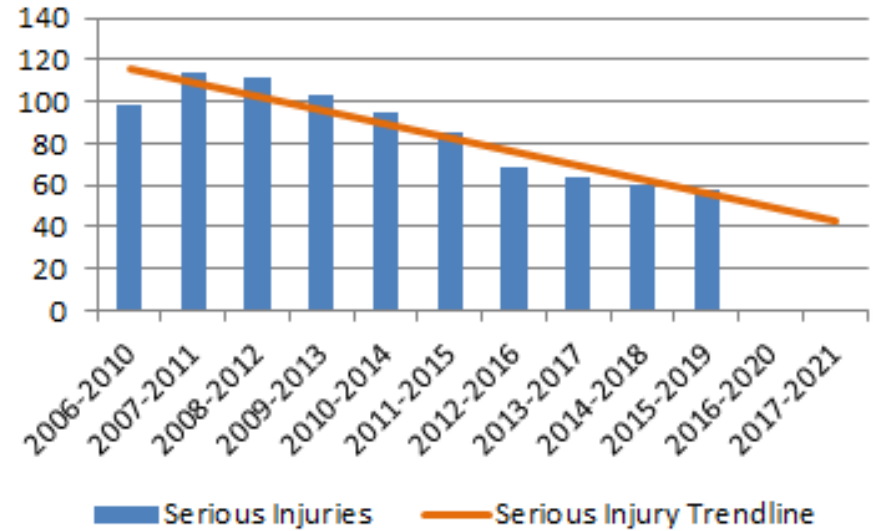
Review MPO Crash Data and Trends

Provided in spreadsheet tabular and graphical format

Fatality 5-YR Averages



Serious Injury 5-YR Averages



Separate tab in workbook for ped/bike values

Submit MPO Safety Target Letter

Sign and submit to VDOT - State Traffic Engineer by end of February each year

Future Target Annual Percent Changes

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the following table. Indicate the MPO's plan to adopt the statewide annual goal percent changes to set safety targets or to establish a different methodology.

Target Description	*Statewide Annual Goal Percent Change	MPO Adoption of Statewide Goal (Yes/No)	If No, Enter MPO Annual Goal Percent Change
Fatalities	+3.20%	Yes/No	
Serious Injuries	-1.46%	Yes/No	
Non-Motorized Fatalities and Serious Injuries	-0.08%	Yes/No	
Vehicle Miles Traveled (VMT)	+1.07%	Yes/No	

*A positive value represents an increase and a negative value represents a reduction in five-year averages each year from 2019 to 2021. ☐

Additional Information on Methodology

Enter data analysis and summary information here if the statewide annual percent changes are not adopted. Other options could include a non-trendline-based analysis or a trendline-based analysis using five-year rolling averages, three-year rolling averages, or annual values.

Adopt statewide goal percent change or establish MPO goal

Describe methodology if statewide percent changes are not adopted

Enter target values

2021 Safety Performance Targets

The following five-year average target values were calculated using the MPO annual percent changes or other methodology:

Target Description	Target Value
Fatalities	XX
Fatality Rate	X.XXX
Serious Injuries	YYY
Serious Injury Rate	Y.YYY
Non-Motorized Fatalities and Serious Injuries	ZZ

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Draft Policy Guide for the Prioritization of the VTrans Mid-term Needs

The Virginia Office of Intermodal Planning and Investment has released the [Draft Policy Guide for the Prioritization of the 2019 VTrans Mid-term Needs](#), which is now available through November 30th, 2020 for public review and comment.

Resources for Review and Reference

- [Documents for review, results, and reference documents](#)
- [Frequently Asked Questions](#)

Background: Earlier this year, the Commonwealth Transportation Board adopted the Policy for the Identification of VTrans Mid-term Needs and accepted the [2019 VTrans Mid-term Needs](#), which were used as a screening criteria for SMART SCALE Round 4. In January, the Board also directed the Office of Intermodal Planning and Investment to [prioritize the identified 2019 VTrans Mid-term Needs](#).

Significance of the Prioritized VTrans Mid-term Needs: Based on the direction from the Board, the prioritized VTrans Mid-term Needs may form the basis for VDOT and DRPT's planning and project development efforts as well as policies related to funding programs and activities.

How to provide comment or gather more information:

- **Attend an upcoming workshop: Gather more information and clarifications.** Participation at these workshops is not required to provide feedback. The presentation for the first set of two sessions were recorded and posted.
 - Overview of the Draft Policy for Prioritization of VTrans Mid-term Needs (both workshops had the same content)
 - Workshop 1: Held on Thursday, October 29th, 2020 ([More Info and Link to Recording](#))
 - Workshop 2: Held on Friday, October 30th, 2020 ([More info and Link to Recording](#))
 - Q&A related to the Draft Policy for Prioritization of VTrans Mid-term Needs
 - Workshop 3: 10:00am - 11:30am, Friday, November 13th ([Register](#), [More Info](#))
 - Workshop 4: 1:30pm - 3:00pm, Tuesday November 17th ([Register](#), [More info](#))
- **Email your comments:** Email your comments to comment@vtrans.org
- **Mail your comments:** Mail to the Office of Intermodal Planning and Investment, 1221 E. Broad Street, 2nd Floor, East Wing, Richmond, VA 23219.
- **Contact VTrans Team:** You can [contact the VTrans Team](#) to request more information.

MEMO

To: CA-MPO Policy Board
From: Chip Boyles, Executive Director
Date: July 22, 2020 REVISED September 8, 2020 REVISED December 1, 2020
Re: 2022 Smart Scale MPO Project Selection Process

Purpose: To identify and fully vet with equitable and engaged community participation, transportation projects to be submitted for 2022 and future Smart Scale funding application consideration.

Background: SmartScale is the Virginia Department of Transportation's application process to fund transportation projects within the Commonwealth. Applications are accepted every two years and are qualified and ranked based upon benefit of the project and available funding. According to local, regional or state benefit of the project, projects may apply for either VDOT District Funds or the more competitive Statewide funds. Normally, local governments, Planning District Commissions and MPO's may apply for up to four projects per round. VDOT presents the ranked projects to the Commonwealth Transportation Board who then reviews and approves projects to be funded in the Six Year Improvement Plan of Virginia. The MPO has since the beginning of Smart Scale received recommendations for Smart Scale application in two methods:

1. The MPO Technical Committee recommends projects to be reviewed and recommended to the MPO Citizen's Advisory Committee for review and to the MPO Policy Board and local government for final consideration; and
2. Receive recommendations directly from the City of Charlottesville and Albemarle County for the MPO to apply on their behalf.

During the 2020 application process, one project, the Route 20 Bike/Ped Path, experienced the need for additional community engagement and design review beyond the review provided for past project applications. To meet application submission deadlines, a number of citizens and interested stakeholder groups had not been fully engaged in the preliminary conceptual designs and project options. The result was a conceptual project that was not adequately vetted by the public. Following the Smart Scale and MPO Policy Board protocol, the project did not receive approval to be submitted for funding consideration through Smart Scale. Because of the timing of this, the MPO will be asked to submit only three projects in 2020 for their four available submissions.

Issues: The MPO Policy Board needs to determine a way to identify priority projects much earlier to be considered for future Smart Scale submissions. To be included in this selection process, determining which possible projects require any additional community engagement or design or local match and which may require only minor community engagement. The MPO would not have resources available to fully engage four or more projects for each Smart Scale round.

Action Needed: MPO staff recommends that the following Smart Scale selection procedures be approved that will help to prioritize transportation projects for Smart Scale consideration and apply ONLY to

projects to be submitted by the MPO; determine which priority projects require additional community engagement and/or design and/or local match; determine how to address direct project requests by the City of Charlottesville and Albemarle County. Local governments and the TJPDC will determine procedures for their own direct project application submissions to VDOT's SmartScale. MPO submitted project procedures should be in place by February, 2021.

Recommended procedures:

Once Smart Scale scoring is provided from the most recent submission round, usually in January following the most recent submissions, MPO staff will present current scores to the MPO Policy Board, CTAC and Technical Committee.

CTAC and the MPO Tech Committee will review to recommend projects to be considered by the MPO Policy Board for the next Smart Scale round.

Recommendations will be shared with the City of Charlottesville and Albemarle County. Charlottesville and Albemarle may support these recommendations and/or offer their own projects for consideration by the MPO Policy Board. Projects to be considered must be submitted to the MPO Policy Board by May of the same year.

CTAC and Tech Committee will review and consider the requested projects and will provide a list of up to five recommended projects to the MPO Policy Board.

In that recommendation, projects will be prioritized as major or minor projects. No more than two projects may be considered major. The MPO Policy Board may approve up to two projects as major.

Major projects will require an appointed advisory panel to advise on project development and community engagement to include specific online information (web site), similar but smaller than the Hydraulic and 29 Advisory Panel. It is likely outside consulting will be required to develop technical options. External design consulting may be provided by VDOT or through local government contract, as funding is available. Each advisory panel will be appointed by the MPO Policy Board and staffed by the TJPDC staff. Panel meetings should begin in October. This panel will meet regularly to review the objectives of the project and possible options, to include opportunities and threats of the transportation and land use changes of the potential project. Updates will be provided to the Technical Committee, CTAC and MPO Policy Board.

Minor projects will not require an advisory panel and will rely solely on VDOT, MPO Technical Committee and VDOT consultants for technical expertise. TJPDC staff will coordinate public engagement through grouped engagement meetings and CTAC meetings meeting SmartScale requirements.

The procedures of this policy may be waived at any time by the MPO Policy Board for Minor or Major Projects should local government projects or Major Project development dictate alternate project application submissions.

SAMPLE SCHEDULE

January '21	CTB receives VDOT scored projects
March '21	Project Scores from VDOT presented to MPO Committees
May '21	New projects must be submitted to CTAC and Tech Committee by local governments, transit agencies, or other interested groups for consideration as MPO Smart Scale applications. All submissions must meet minimum SmartScale requirements for consideration.
June '21	Award of previous project funding by CTB
July '21	New projects are recommended by CTAC and Tech Committee to MPO Policy Board.
Sept '21	MPO Policy Board approves projects to be considered, differentiates between Major & Minor
Nov '21	MPO Policy Board appoints Advisory Panels. (May occur in September if needed)
Jan– June'22	Panels Meet (may begin in October if needed)
March '22	Local government and TJPDC project applications due to MPO Policy Board for consideration of support resolutions
April '22	Letters of Intent due to VDOT
May '22	MPO Policy Board considers resolutions for projects to submit for funding MPO Policy Board considers support of local government and TJPDC project applications
Aug '22	Smart Scale Applications due

Concerns:

1. Will require the MPO and local governments to identify priority projects much earlier than previously
2. Limits the ability of the MPO to apply on behalf of the local government
3. Does not have resources for engineering and design consulting. The MPO only has resources for limited planning and facilitation.
4. Will require more than one cycle to meet local government Capital Improvement Plan deadlines for funding toward identified projects.
5. This process will become a major funded program for the MPO's VDOT provided annual funding and Unified Planning Work Program (UPWP)

Benefits:

1. Improved community engagement beyond what is required to submit Smart Scale applications
2. Early consideration of match funding to improve project scores
3. Identification of design/engineering funding to assist in application development
4. Major role of CTAC becomes consideration and recommendation of proposed SmartScale projects