



# SMART SCALE ROUND 7

Charlottesville – Albemarle MPO Technical Committee Meetings

 Sandy Shackelford

December 2, 2025

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

# Consider How Projects Are Scored in SMART SCALE When Developing Applications (Non-SOV Considerations)

Factor	Safety	Congestion Mitigation	Accessibility	Land Use	Economic Development	Environmental Quality
Category B	20%	25%	25%	Multiplier	20%	10%

## Safety:

- Based on expected reduction in crashes that will result from proposed improvement
- Uses most recent 5 years of crash data as baseline for comparison

## Congestion Mitigation:

- Person Throughput Measure: Non-SOV throughput measure is a function of peak hour volumes and population density
- Person Hours of Delay: No reduction in person-hours of delay is assumed for a stand-alone bicycle and/or pedestrian project

## Accessibility:

- Access to Jobs/Access to Jobs for Disadvantaged Populations: Measures increased access to jobs from each block group/block to every other block group/block within the project's area of influence
- Access to Multimodal Choices: Score is given for type of improvement and multiplied by new peak period non-SOV users (determined by the Person Throughput measure)

## Economic Development:

- Largely a function of proximity to economic development sites identified on the Virginia Economic Development Partnership's VirginiaScan database

## Environmental Quality (Air Quality and Energy Environmental Effect Measure):

- Measures increase in peak hour non-SOV users as determined in the congestion factor
- Measures decrease in the number of peak period person-hours of delay as determined in the congestion factor

## Land Use:

- Considers how well local land uses around the project support access to a variety of destinations within a reasonable walking distance

# Funded SMART SCALE Bicycle and Pedestrian Primary Improvement Projects – Rounds 1-5

	Original Total Benefit Score Rounds 1-5	Land Use % Original Score	Total Benefit Score with Land Use as Multiplier*	SS Requested Amount	Original SMART SCALE Score	SMART SCALE Score with Land Use as Multiplier*
East High Streetscape Improvements	1.5	87.4%	0.22	\$5,638,000	2.7	0.39
Emmet Street Corridor Streetscape and Intersections	2.7	61.4%	1.25	\$12,114,721	2.2	1.03
Barracks Road at Emmet Street Intersection Improvements	7.3	82.7%	2.09	\$8,640,866	8.5	2.42
West Main Streetscape	3.1	8.4%	2.91	\$2,009,265	15.4	14.50
5th Street SW Corridor Improvements	3.2	7.7%	3.10	\$6,093,034	5.3	5.08
Ridge Street Safety Improvement	15.1	54.3%	15.07	\$8,738,020	17.3	17.24
W Main Streetscape Ph 3 - 8th St NW to Roosevelt Brown Ave	13.4	60.1%	10.60	\$10,874,697	12.4	9.75
Fifth Street Hub and Trails	9.5	94.2%	1.27	\$9,841,290	9.6	1.29
Emmet Street Multimodal Phase 2	9.3	88.1%	2.20	\$20,465,490	4.6	1.07
Avon Street Multimodal Improvements	13.4	89.9%	1.80	\$15,807,300	8.5	1.14

- Changing the Land Use scoring factor to a multiplier increases the need to understand how projects receive scores in other categories
- Many of the bicycle and pedestrian projects that were funded in Rounds 1-5 scored well due to their land use score, but did not receive high scores in other categories

\*Does not account for other changes in scoring methodologies among the different rounds

# Round 7 SMART SCALE Applications Under Consideration

## City of Charlottesville:

1. Ridge-McIntire/W. Main/W. Water Street Intersection Improvement & Bikeway

## Albemarle County:

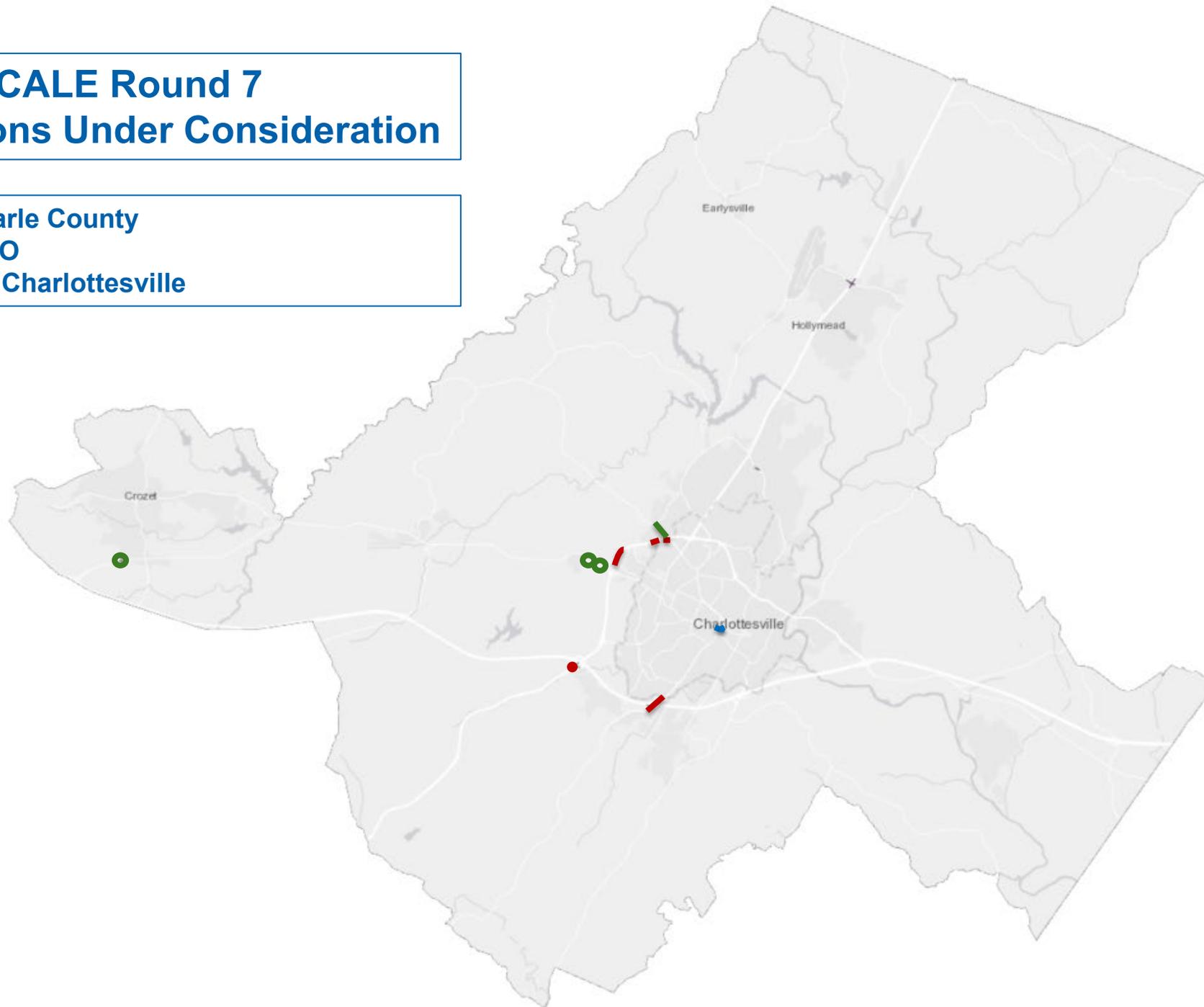
1. US 250 & Old Trail Roundabout, including pedestrian improvements
2. Barracks Road & US 29 SB/US 250 WB On-ramp – Right turn lane, access management, sidewalk/SUP
3. US 250 & Canterbury Road Roundabout
4. US 250 and Boars Head Roundabout

## Charlottesville-Albemarle MPO:

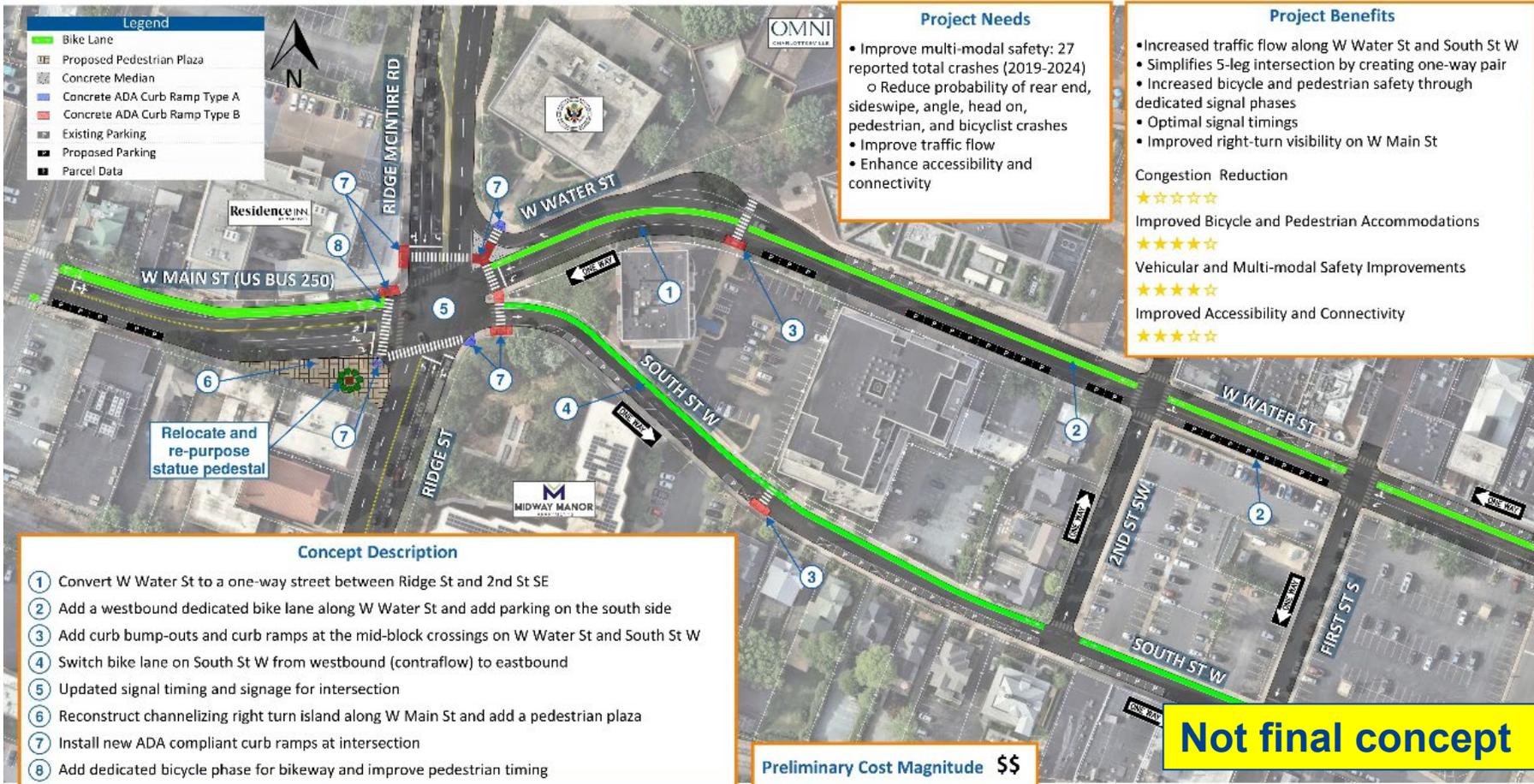
1. US 29 NB/US 250 EB Off-ramp improvements at Barracks Road – Ramp extension, double left turn lane & sidewalk improvements
2. US 29 SB/US 250 WB Off-ramp extension at Ivy Road
3. US 29 NB/US 250 EB On-ramp extension at Ivy Road
4. I-64 and 5<sup>th</sup> Street DDI, SUP connection, & sidewalk connection
5. US 29 SB at I-64 Exit 118 – Interchange access and Park & Ride improvements

# SMART SCALE Round 7 Applications Under Consideration

- Albemarle County
- CA-MPO
- City of Charlottesville



# Ridge-McIntire/W. Main/W. Water Street Intersection Improvement & Bikeway



## Active STARS Study

## Revisions being made to this alternative include:

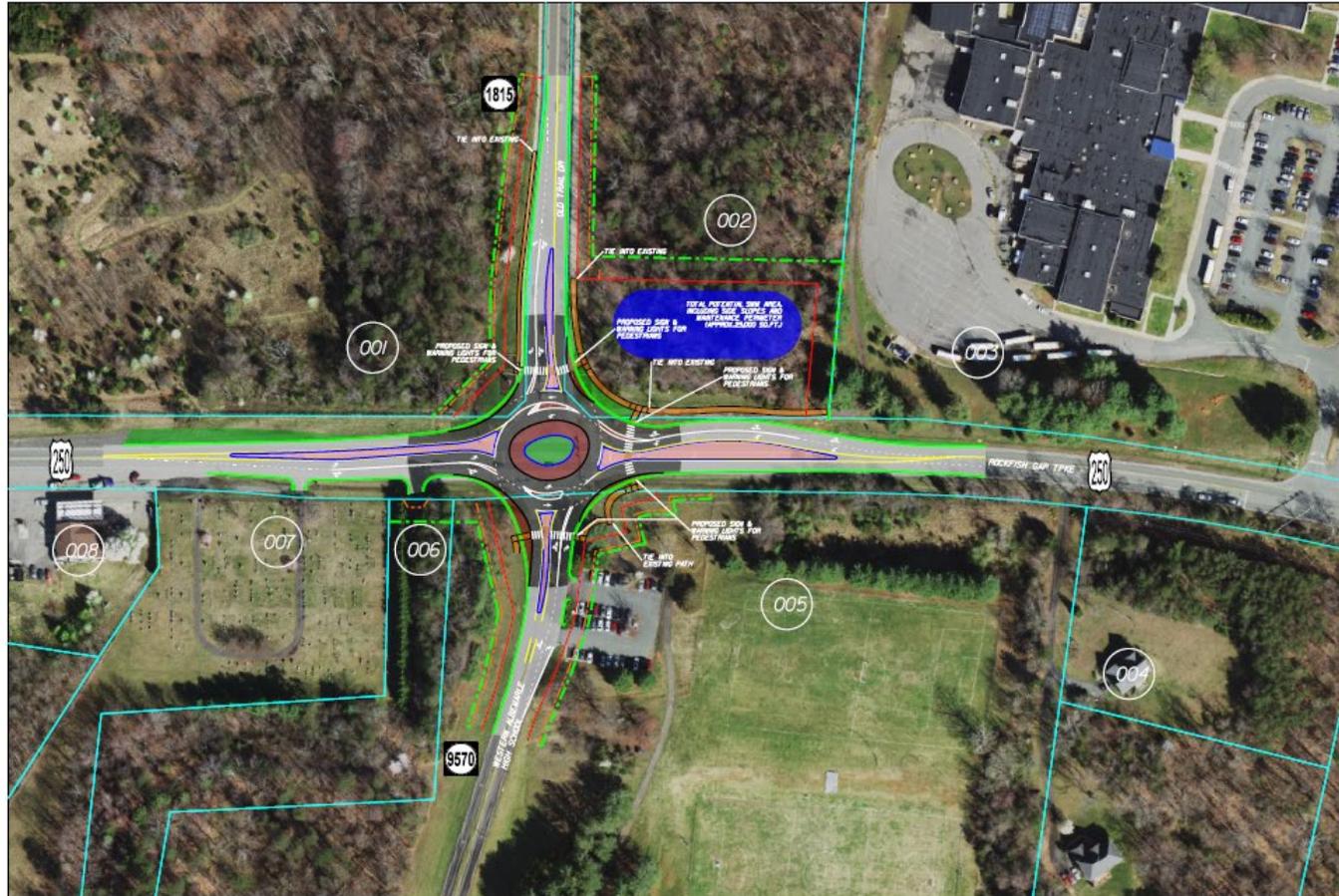
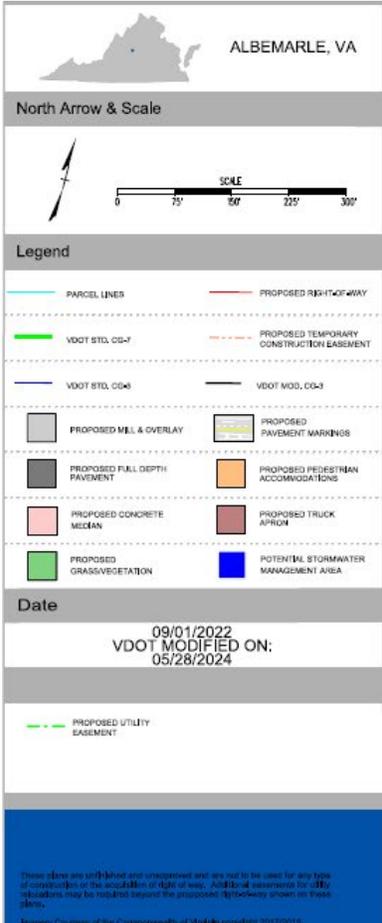
1. Continuing two-way bikeway through intersection along south side of W Water Street
2. Realigning crosswalk at the southern leg of the intersection to shorten crossing distance
3. Converting the W Main Street EB shared through/left lane to a shared through/right lane
4. Maintaining contra-flow bike lane on South St W

Community input meeting on revised concept being scheduled for mid-January

# US 250 & Old Trail Roundabout

Previously submitted application

- Project includes:
1. 2x1 Hybrid Roundabout
  2. Connecting SUP from the crosswalk on the northern leg to the existing SUP at Henley Middle School
  3. Adding crosswalk on southern leg to connect to planned SUP to Western Albemarle High School



# Barracks Road Corridor Study SMART SCALE Round 7 Applications Under Consideration

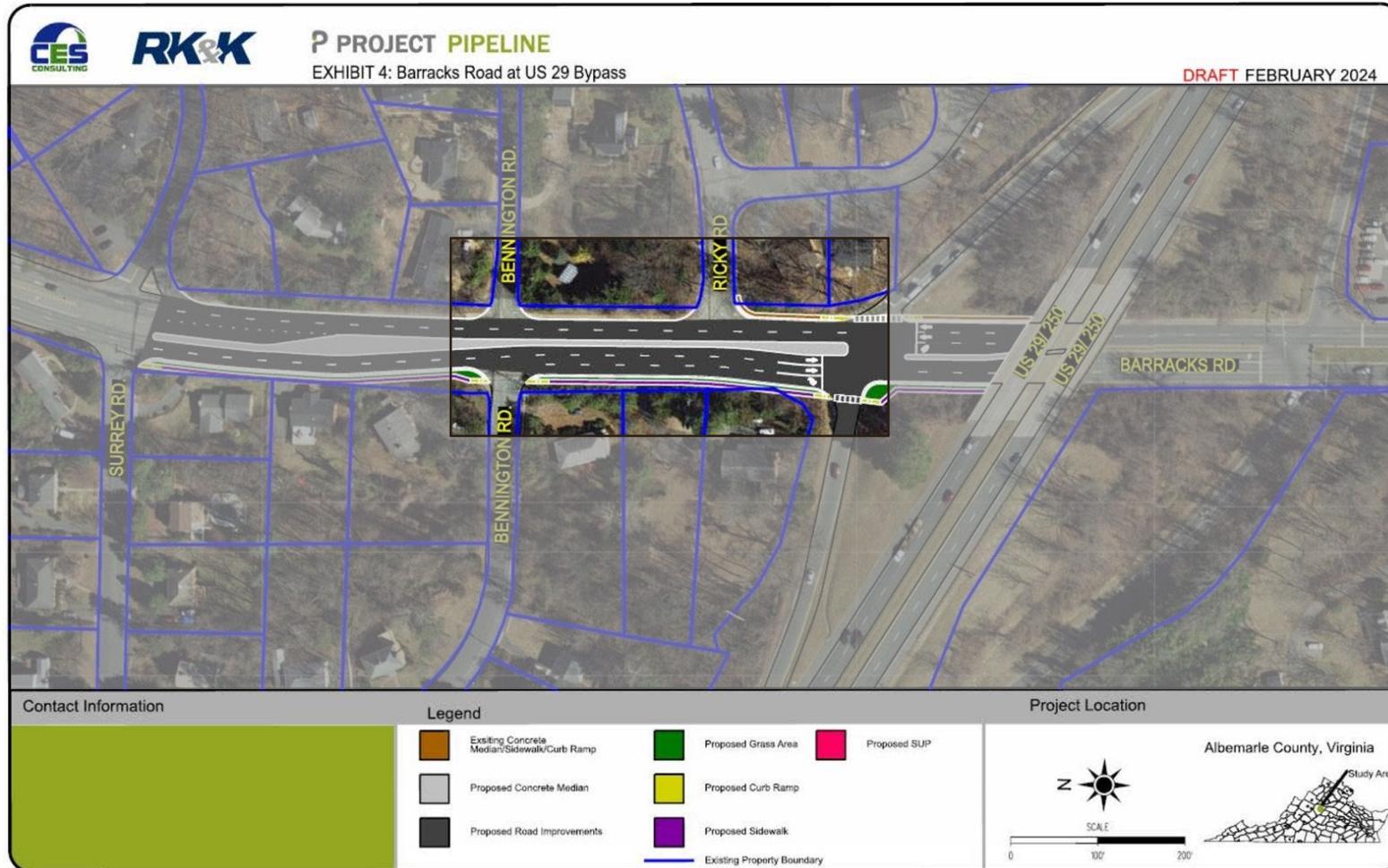
-  Albemarle County
-  CA-MPO

- Right turn lane from Barracks Road SB onto WB Bypass On-ramp;
- Close the median at Ricky Road;
- Shared use path/sidewalk between Bypass On-ramp and Bennington Road

- Extend the EB Bypass Off-ramp at Barracks Road; 600' total diverge segment;
- Dual left turns from EB Bypass Off-ramp onto NB Barracks Rd;
- Sidewalk connection between WB Bypass Off-ramp/On-ramp and existing sidewalk;
- Pedestrian crossing at WB Bypass Off-ramp/On-ramp



# Barracks Road & US 29 SB/US 250 WB On-ramp

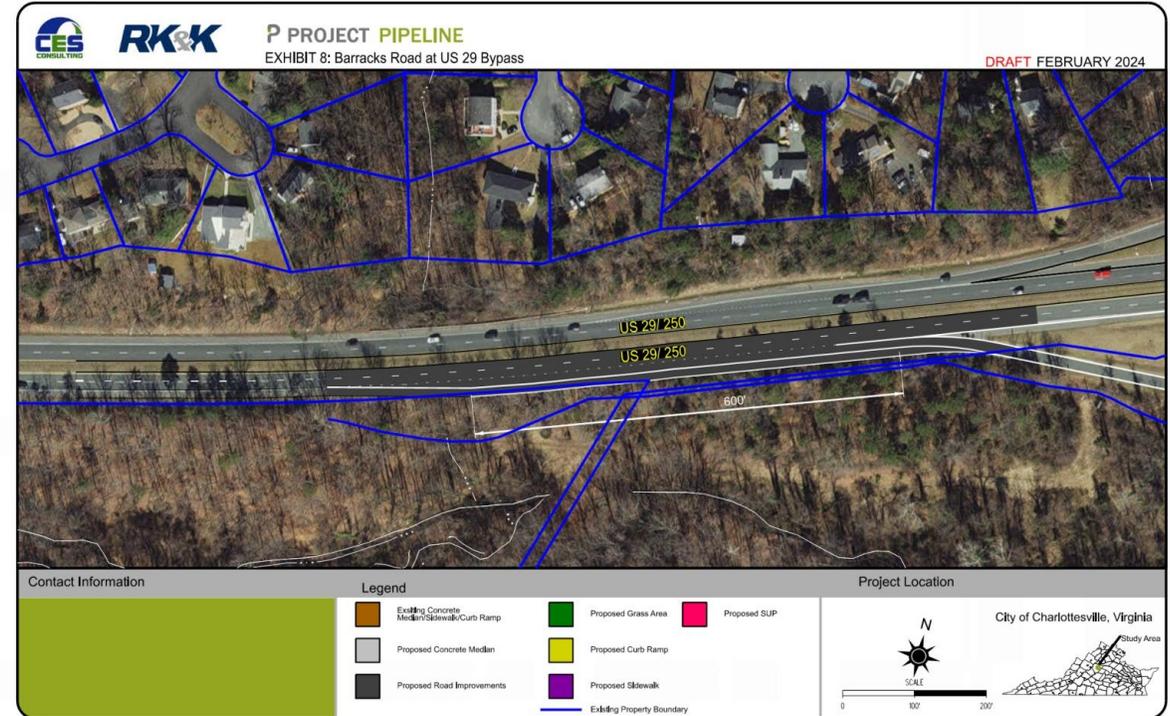
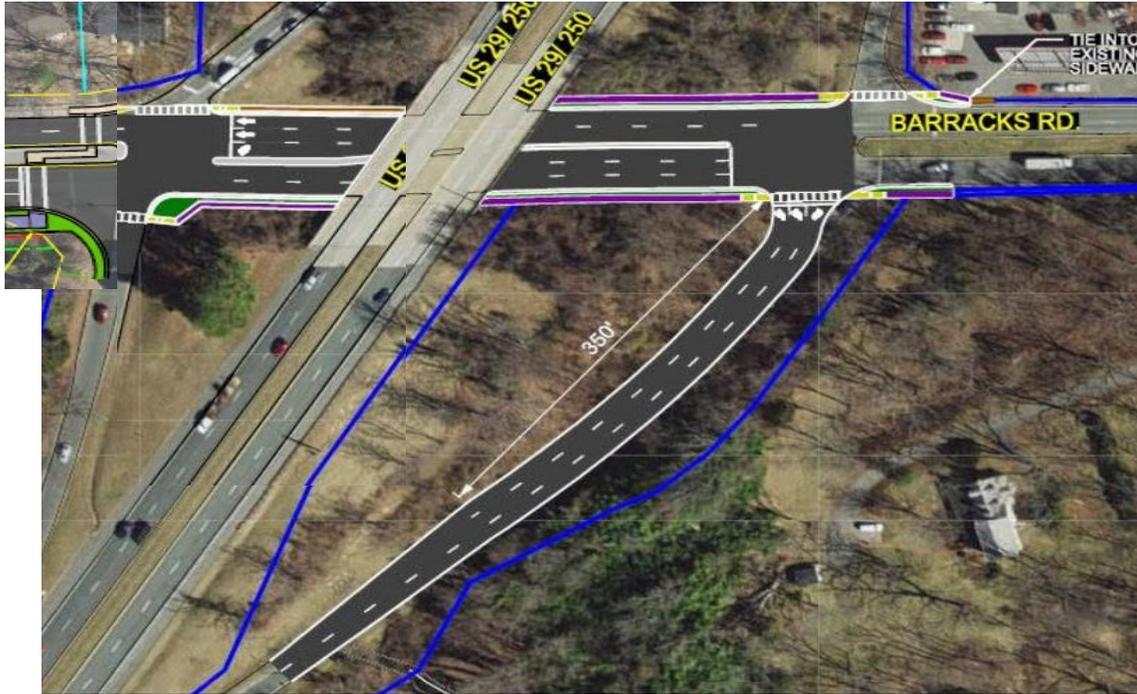


Portion of previously submitted application

Project includes:

1. Right turn lane onto US 29 SB/US 250 WB on-ramp
2. Closing the median crossover at Ricky Road
3. SUP/sidewalk from Bennington Road to on-ramp
4. Crosswalk across Barracks Road at the US 29 SB/US 250 WB on-ramp

# US 29 NB/US 250 EB Off-ramp improvements



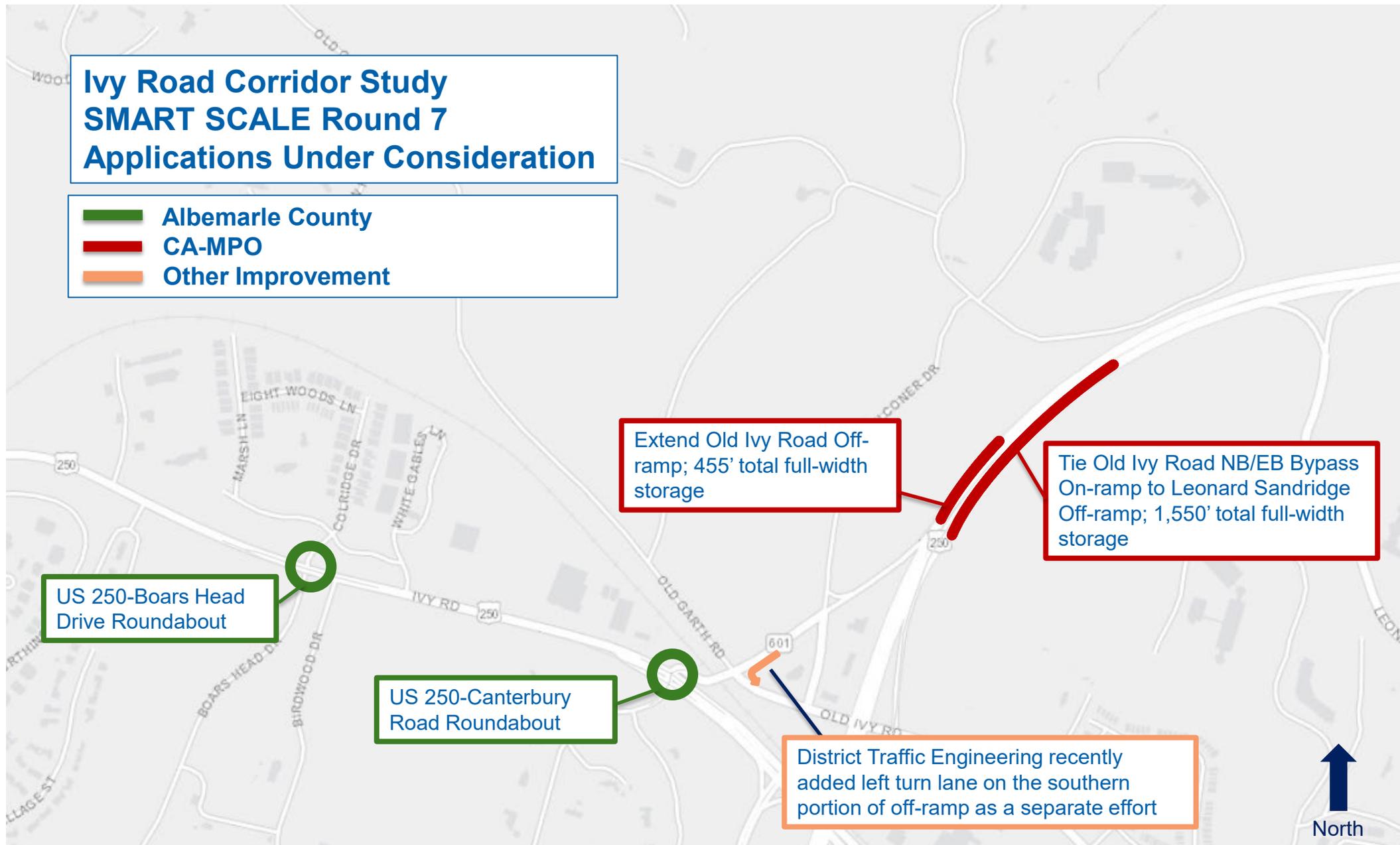
Lesser alternative to previously submitted Barracks Road interchange improvement project

Project includes:

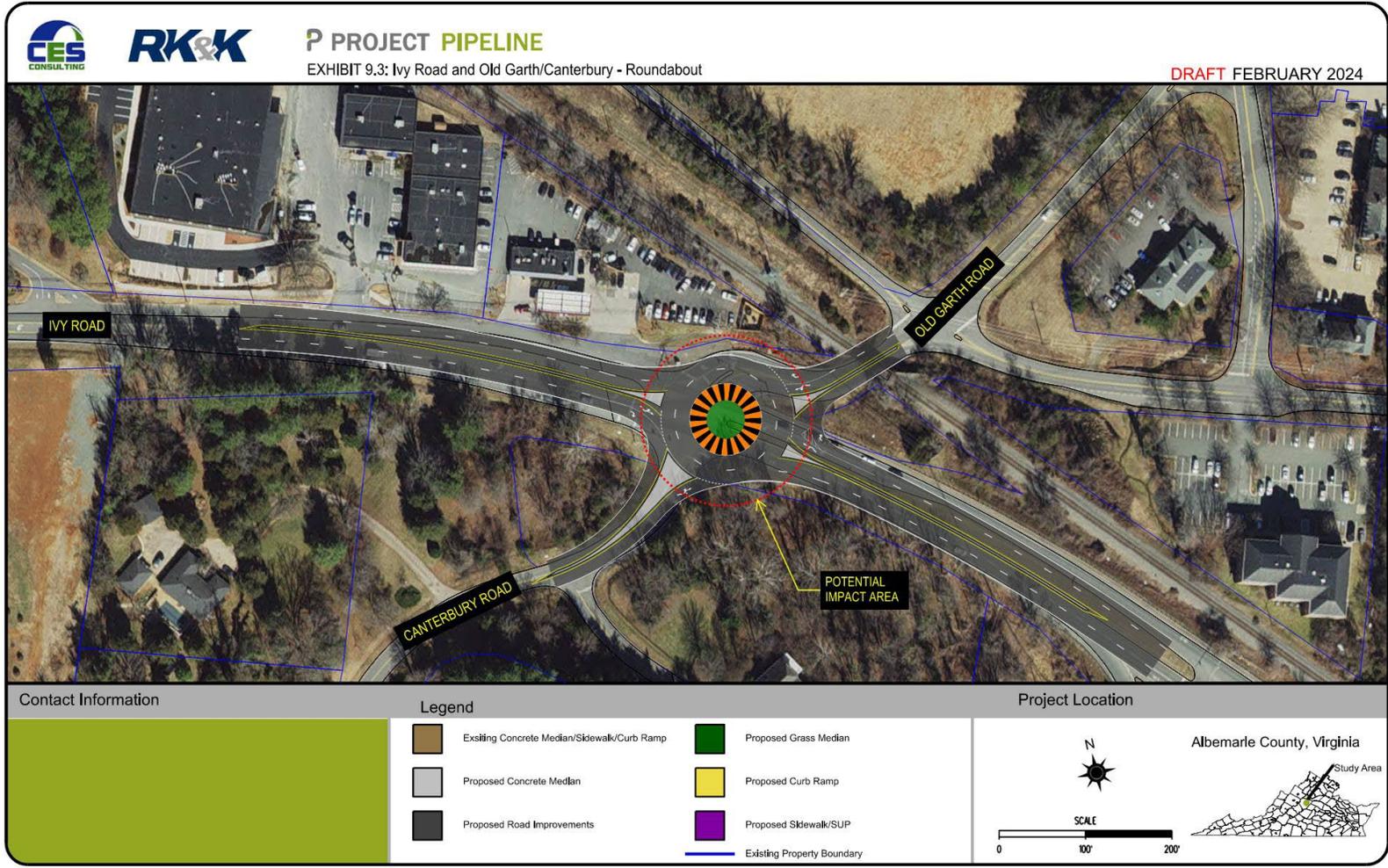
1. Dual left turn lanes from US 29 NB/US 250 EB off-ramp onto NB Barracks Road
2. US 29 NB/US 250 EB off-ramp extension
3. Sidewalk between the US 29 SB/US 250 WB on-ramp and the existing sidewalk in the City of Charlottesville on both sides of Barracks Road
4. Crosswalk across Barracks Road at the US 29 SB/US 250 WB on-ramp

# Ivy Road Corridor Study SMART SCALE Round 7 Applications Under Consideration

- Albemarle County
- CA-MPO
- Other Improvement



# US 250 & Canterbury Road Roundabout

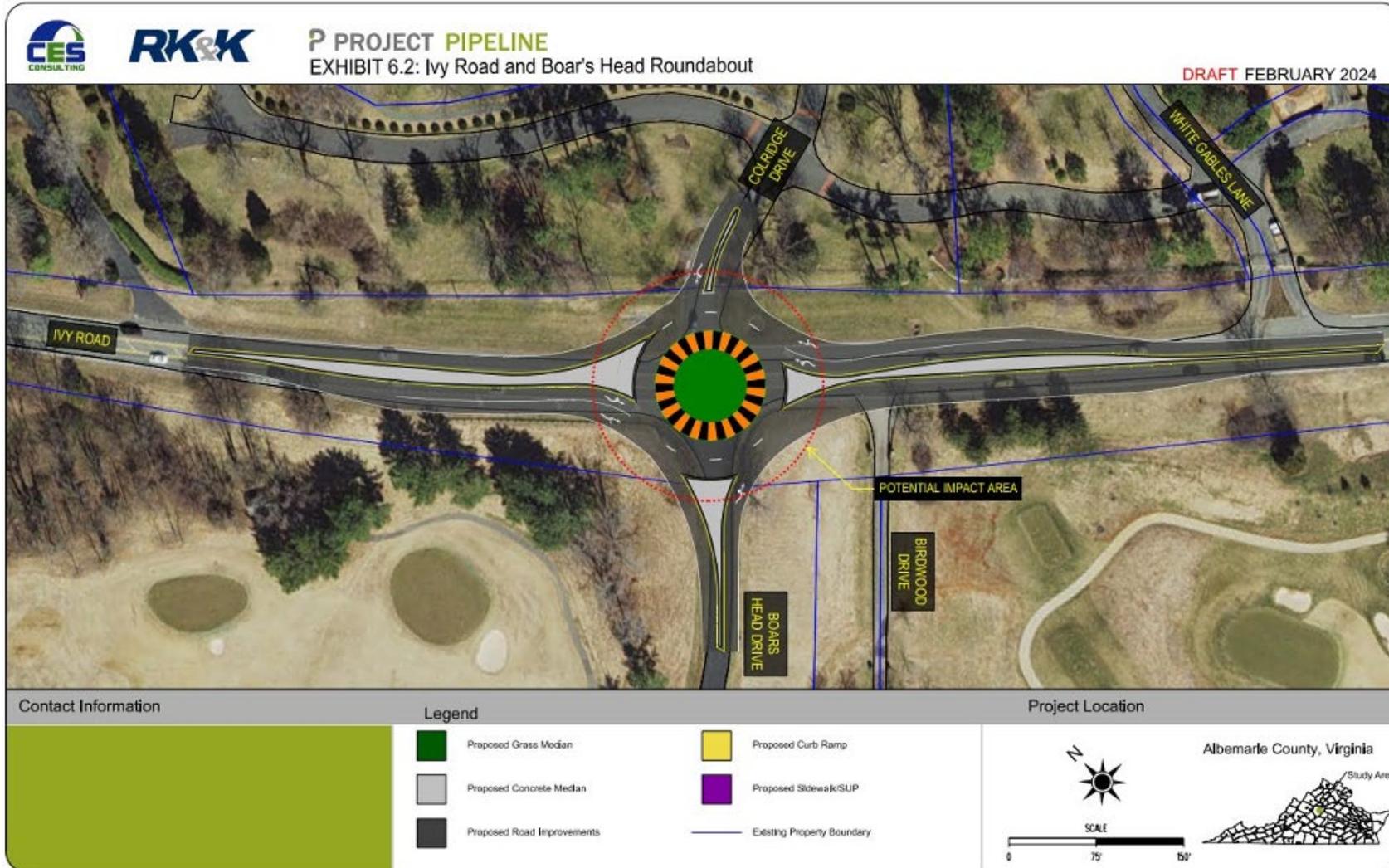


## Recommendation from Round 2 Pipeline Study

Project includes:

1. 2x1 Hybrid roundabout

# US 250 & Boar's Head Road Roundabout

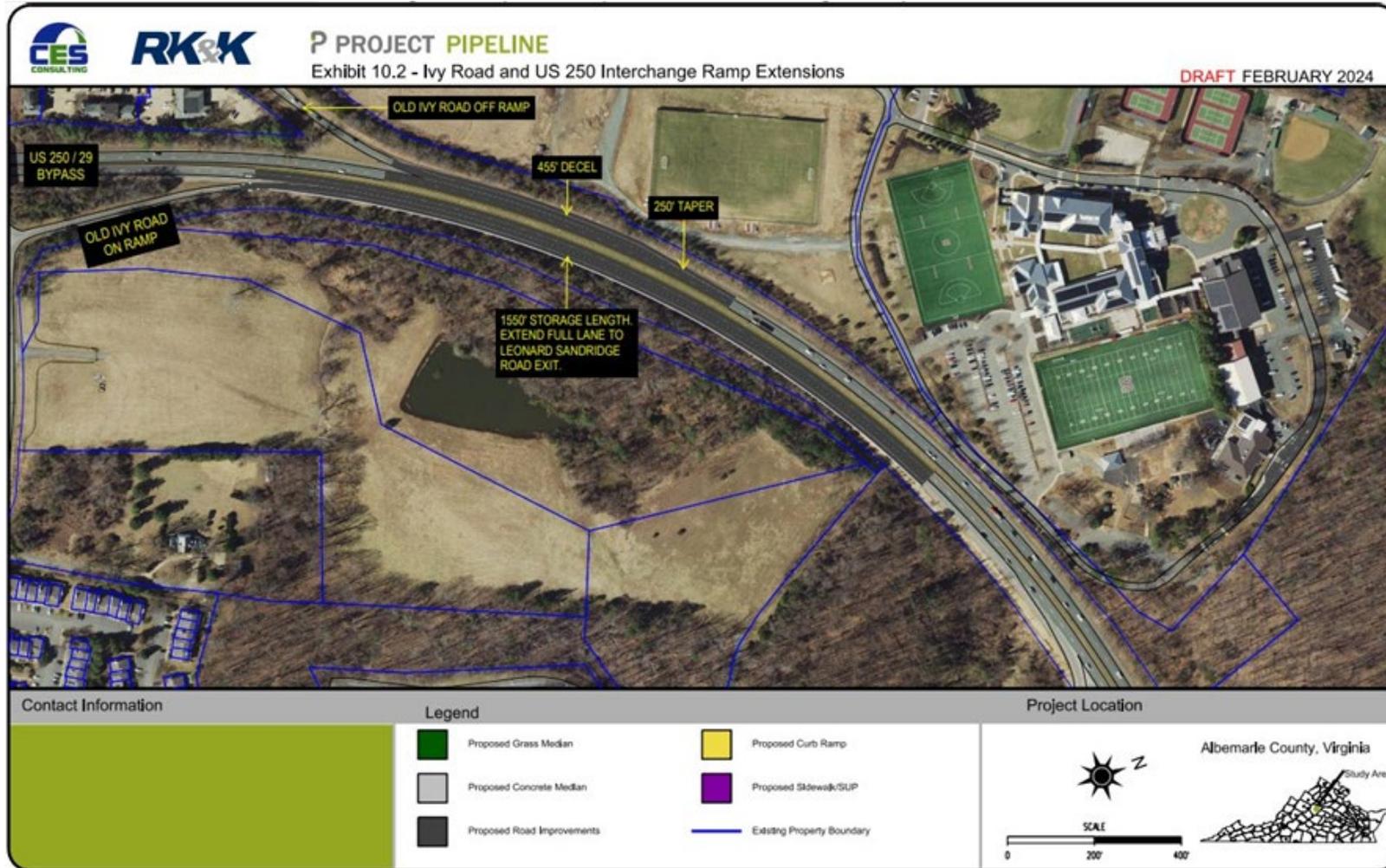


Recommendation from Round 2 Pipeline Study

Project includes:

1. 2x1 Hybrid roundabout

# US 29 SB/US 250 WB Off-ramp extension at Ivy Road US 29 NB/US 250 EB On-ramp extension at Ivy Road



## Recommendation from Round 2 Pipeline Study

Two ramp extensions would be eligible for HPP funding:

1. US 29 SB/US 250 WB off-ramp extension at Ivy Road
2. US 29 NB/US 250 EB on-ramp extension at Ivy Road

# 5<sup>th</sup> Street Diverging Diamond Interchange (DDI)



- DDI was previously identified as the preferred alternative for SMART SCALE Round 6
  - Included shared use path (SUP) in median
- District bridge section determined existing bridge could not accommodate the SUP
  - Project cost accounted for rebuilding bridge to include SUP
- Round 6 cost estimate: \$79,010,129
  - Project benefit score: 16.9
  - SMART SCALE score: 2.1
  - SMART SCALE request would have needed to be below \$42.7 million to have been funded in Round 6
- Round 6 average cost of HPP-funded projects was \$27.2 million
  - Highest cost funded HPP project: \$45,990,644
  - Lowest SMART SCALE score for funded HPP project: 3.96
- Goal of Pipeline study is to value engineer previously submitted concept to be more competitive for SMART SCALE HPP funding
- Proposed DDI concept would include:
  - Sidewalk connections from the existing sidewalk on the bridge to existing sidewalk to the south of the interchange
  - Shared use path/sidewalk connection to the previously funded 5<sup>th</sup> Street Hubs and Trail project (under development)
- Project costs could be offset by leveraged funding

# I-64 Exit 118 Interchange – Background

## Interchange has been studied since 2011

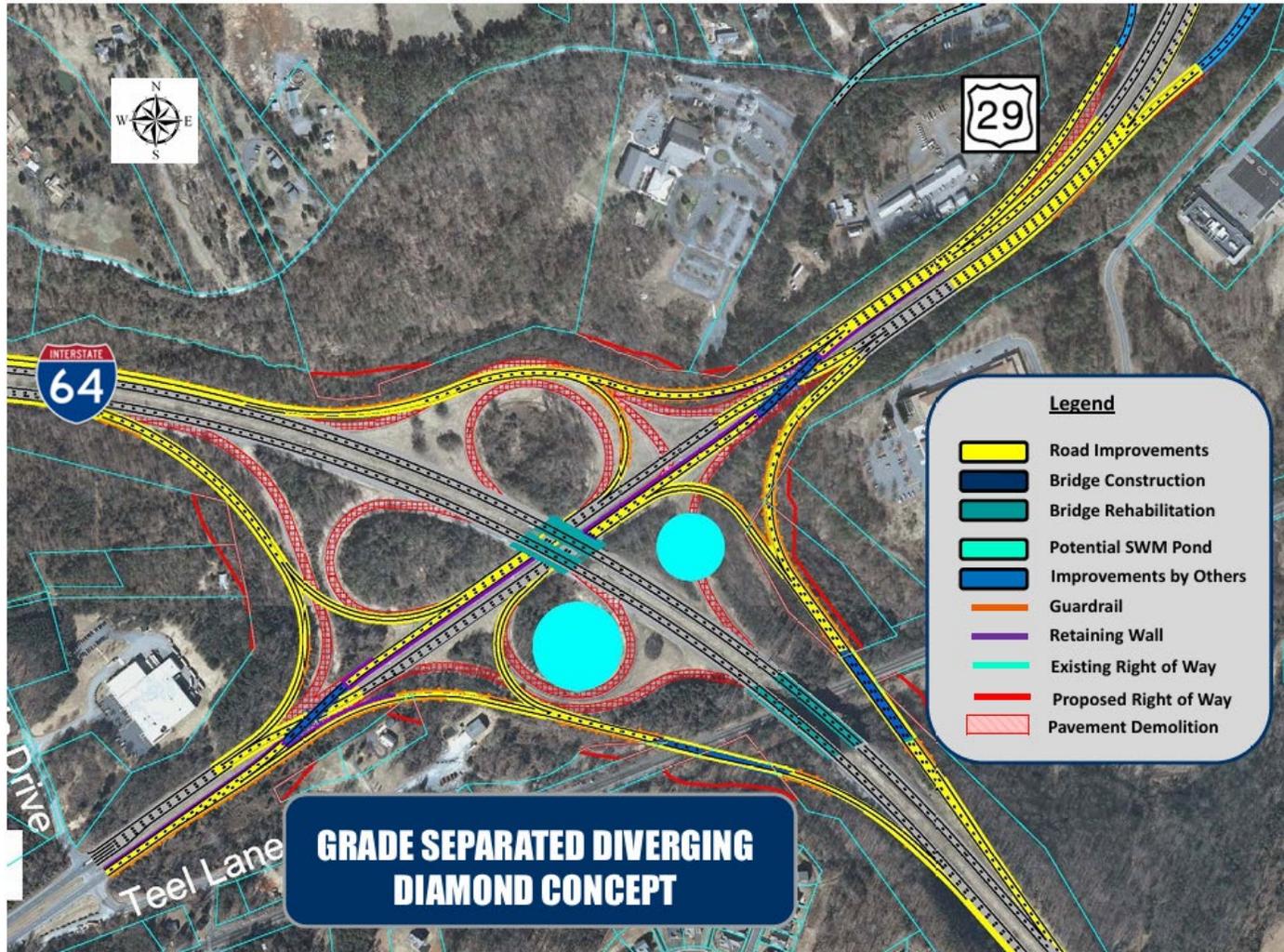
- 2011 STARS Study
- 2013 Interchange Study
- 2016 Safety Study

## Concerns Identified:

- Fontaine Avenue WB traffic backing up at 29 NB/SB ramps compounded by future planned development at Fontaine Research Park
- Weaving on 29 NB between 64 WB off-ramp and Fontaine exit
- Weaving on 64 EB between on-ramp and off-ramp
- Weaving on 29 SB between off-ramp and on-ramp
- Left turn from 29 NB to 64 WB



# I-64 Exit 118 Interchange – Application History (1 of 6)



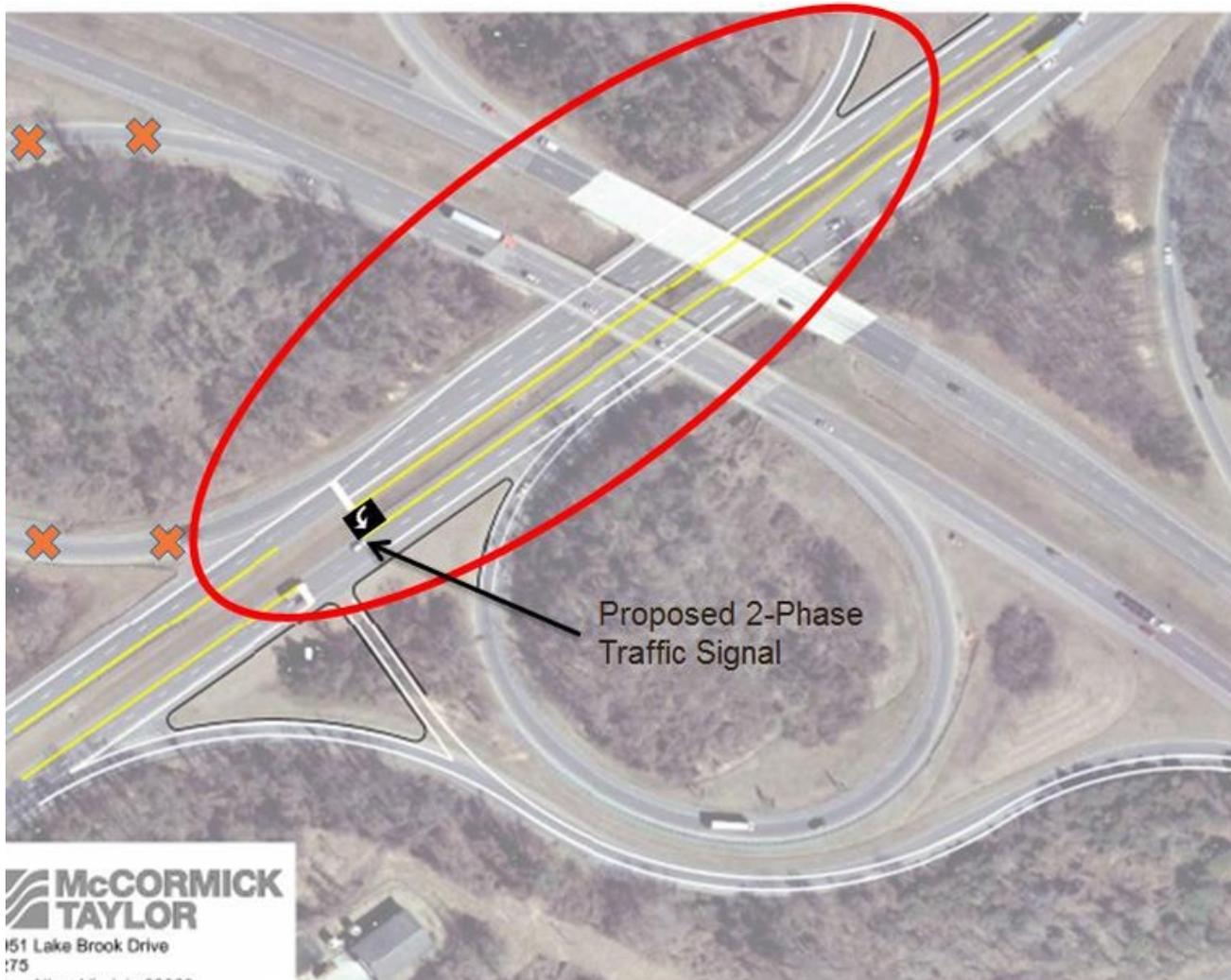
- Concept for a braided Diverging Diamond Interchange identified as preferred solution in 2013 study
- Submitted in first round of SMART SCALE
- Cost estimate at time of application: \$146,446,705
- Project benefit score: 0.7
- SMART SCALE score: 0.0
- Not funded

# I-64 Exit 118 Interchange – Application History (2 of 6)



- Application to remove the 29 SB to 64 EB ramp submitted in SMART SCALE Round 2
- Funding request: \$6,775,000
- Project benefit score: 0.6
- SMART SCALE score: 0.9
- Not funded

# I-64 Exit 118 Interchange – Application History (3 of 6)



- Highway Safety Improvement Program (HSIP) application submitted in 2016
  - Same year as SMART SCALE Round 2 project application submitted
- Total HSIP funding cost estimate: \$1,275,130
- Funded in HSIP
- Removed the loop in the southwest quadrant and added the connection from 29 SB to 64 EB at a traffic signal with left turn lane
- Eliminated weaving movements on both US 29 SB and on 64 EB between ramps
- Signal at 29 SB to 64 EB identified as a short-term measure

# I-64 Exit 118 Interchange – Application History (4 of 6)



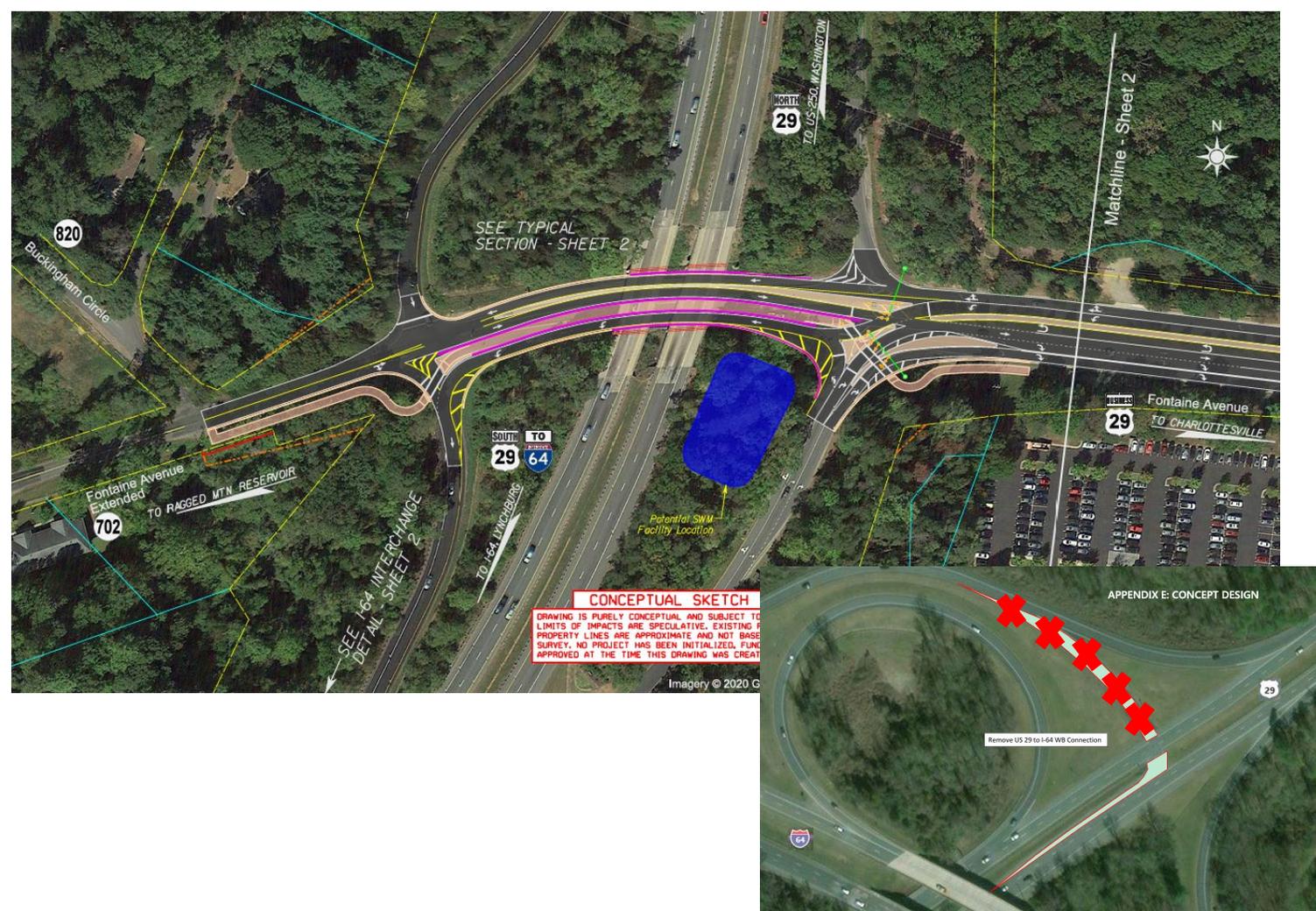
- Improvements to the 29 NB off-ramp at Fontaine Avenue submitted in SMART SCALE Round 2
- Funding request: \$2,900,000
- Project benefit score: 2.3
- SMART SCALE score: 7.8
- Project funded
- Addressed the weaving concerns on 29 NB between 64 WB off-ramp and Fontaine exit

# I-64 Exit 118 Interchange – Application History (5 of 6)



- Diverging Diamond Interchange at US 29 and Fontaine interchange submitted in SMART SCALE Round 3
- Included relocating 29 NB to 64 WB movements through the Fontaine interchange and eliminating the 29 NB left turn
- Total funding requested: \$21,900,000
- Project benefit score: 5.1
- SMART SCALE score: 2.3
- Not funded

# I-64 Exit 118 Interchange – Application History (6 of 6)



- Displaced left turn\* concept at US 29 and Fontaine interchange developed for SMART SCALE Round 4
- Total funding awarded\*: \$12,374,620
- Benefit Score: 10.85
- SMART SCALE Score: 8.77
- Funded
- Will address safety and operational concerns for the 29 NB to 64 WB movements, and operational concerns for Fontaine Avenue WB traffic

\*Revised post-award

# I-64 Exit 118 Interchange – Progress-to-date

## Concerns Addressed through Funded Projects:

- ✓ Fontaine Avenue WB traffic backing up at 29 NB/SB ramps
- ✓ Weaving on 29 NB between 64 WB off-ramp and Fontaine exit
- ✓ Weaving on 64 EB between on-ramp and off-ramp
- ✓ Weaving on 29 SB between off-ramp and on-ramp
- ✓ Left turn from 29 NB to 64 WB

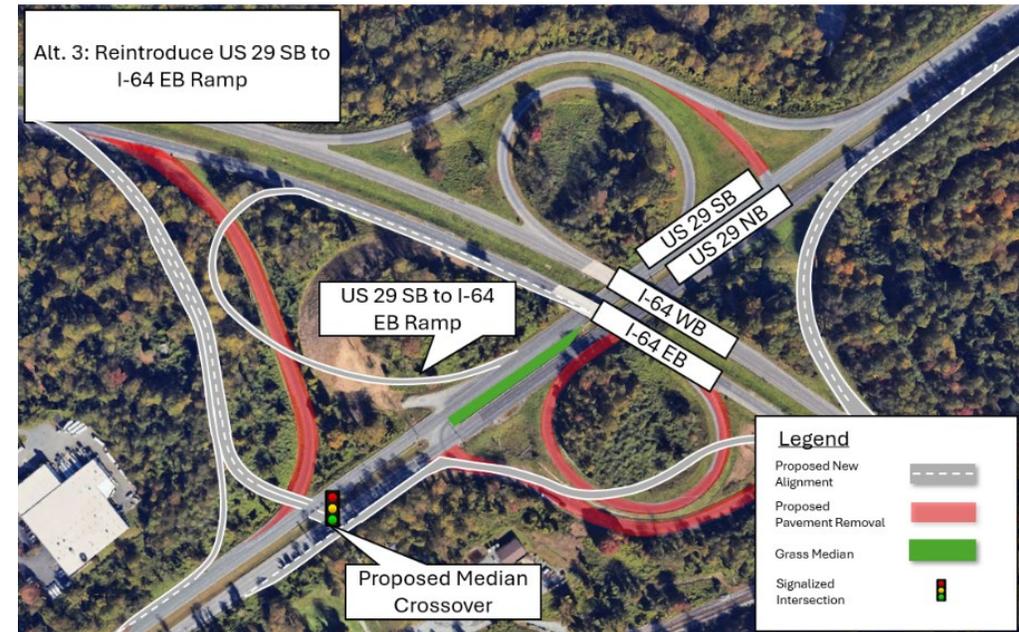
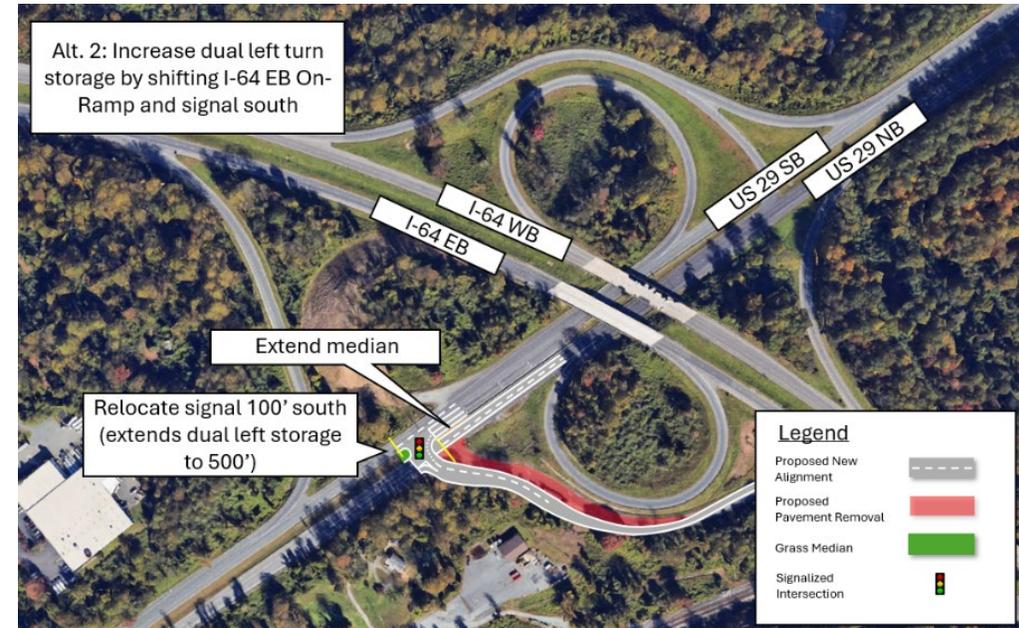
**Total funding awarded to date\*:** \$16,549,750

## Outstanding Concern:

- Identify longer-term solution for 29 SB to 64 EB movements

\*Does not account for post-award funding adjustments

# US 29 SB at I-64 Exit 118: Preliminary Alternatives



# Questions?