Public Engagement Update

- Stakeholder Committee Meetings: 25 participants
- Virtual Informational Webinar: 4 attendees/27 views
- Drop-in Open House: 6 attendees
- MetroQuest Survey:
  - 313 responses
  - 1,129 map comments
- Nine additional public intercepts to date (Transit Center, CRHA, CAC meetings, The Center at Belvedere, National Night Out events)
  - Discussions with 159 community members
- Total outreach count to date: 507 individuals

GROWTH AND ACCESSIBILITY PLANNING (GAP)

TECHNICAL ASSISTANCE PROGRAM

Performance-Based Planning Process

Charlottesville-Albemarle MPO

January 27, 2023

Growth & Accessibility Planning
TECHNICAL ASSISTANCE PROGRAM

CAMPO Performance-Based Planning Process

Goal: Develop a performance-based planning process that will:

- **Process for the Identification of Needs:**

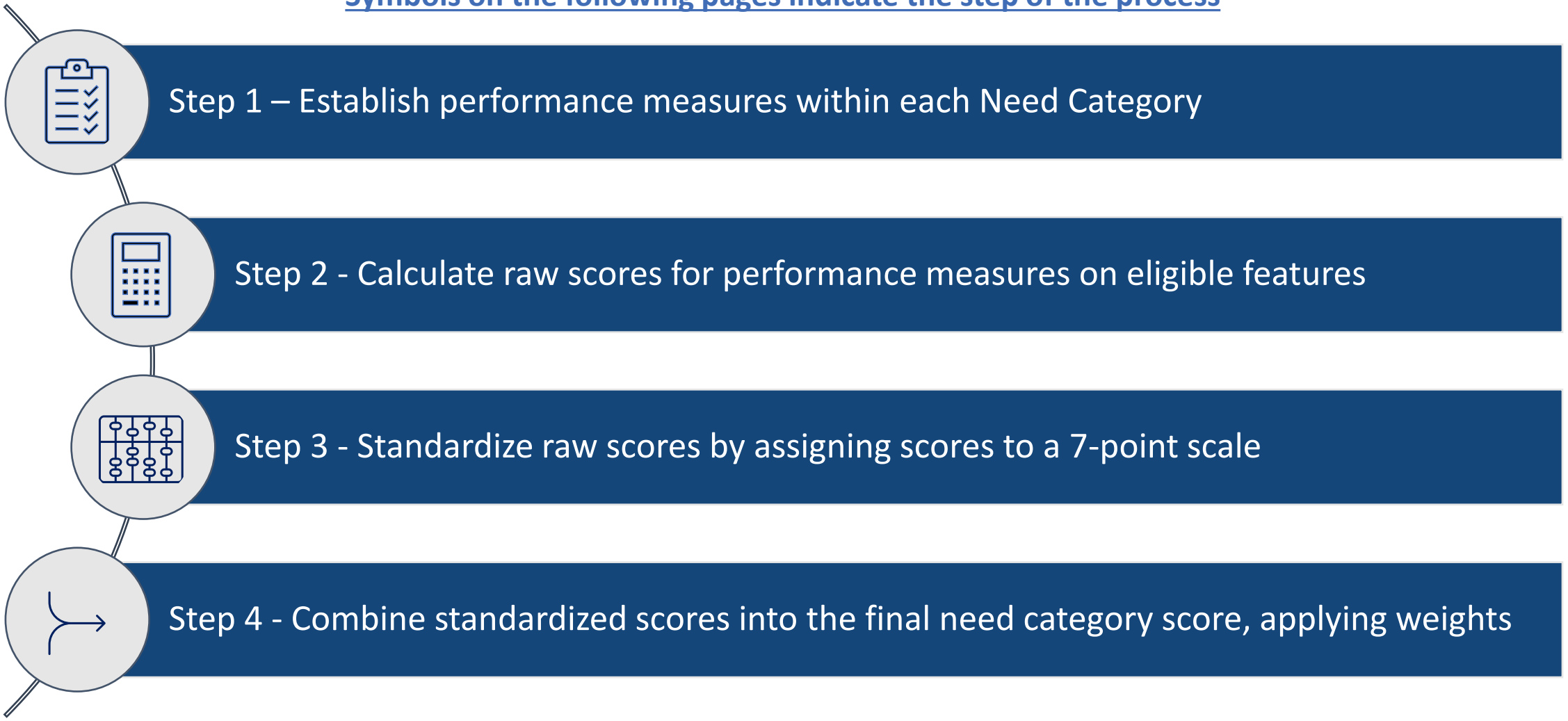
Identify transportation needs based on the CAMPO's goals and objectives with the use of existing resources and datasets to ensure applicability, coverage, and granularity.

- **Process for the Prioritization of Projects**

Prioritize transportation projects that determine the benefits of projects on how well they support the MPO's goals and objectives

Process for the Identification of Needs

Symbols on the following pages indicate the step of the process



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Calculate raw scores for performance measures on eligible features

Explanation of Performance Measures:

- **Safety:**
  - Roadway Safety
  - Pedestrian Safety
- **Multi-Modal Accessibility:**
  - Bicycle Access to Jobs
  - Transit Access to Jobs
  - Automobile Access to Jobs
  - Access to Jobs by Disadvantaged Populations
- **Efficiency and Economic Development**
  - Congestion Mitigation
  - Travel Time Reliability
  - Bus Transit On-Time Performance
- **Land Use Coordination**
  - Walk Access to Non-Work Destinations
  - Walk Access to Non-Work Destinations by Disadvantaged Populations
- **Environmental Impact**
  - Exposure to Inland/Riverine Flooding

Roadway Safety

Explanation of Measure:

Roadway safety needs are evaluated based on the average need score of two separate performance measures:

- Potential for Safety Improvement (PSI) ranking
- Equivalent Property Damage Only (EPDO) crash frequency

EPDO Crash Value Conversions

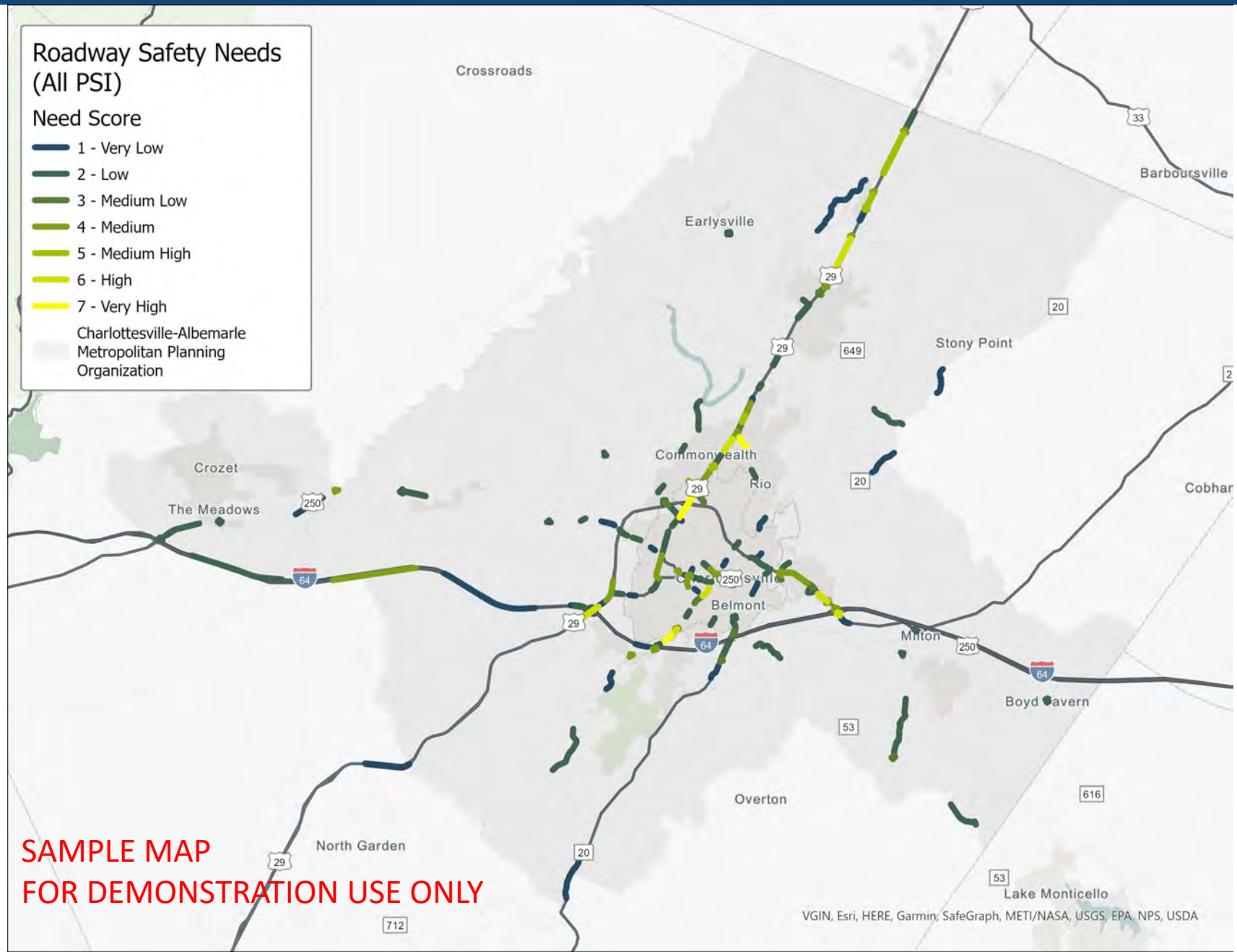
Crash Severity	Rounded Value	Weight
Fatal + Severe Injury	$2,200,000	160
Moderate Injury	$260,000	20
Minor Injury	$140,000	10

Thresholds for Determining Eligibility:

Eligibility for roadway safety scoring may be determined by one of the following threshold options:

- All PSI Intersections and PSI Segments with three or more crashes in a five-year analysis period.
- Top ten miles of PSI segments and top twenty PSI intersections within CAMPO boundaries.

If the first threshold is selected, any feature that has a potential for safety improvement according to VDOT's PSI analysis is eligible for *roadway safety* scoring. Alternatively, if the second option is selected, features eligible for scoring are limited to the top ranked segments PSI locations in the study area.



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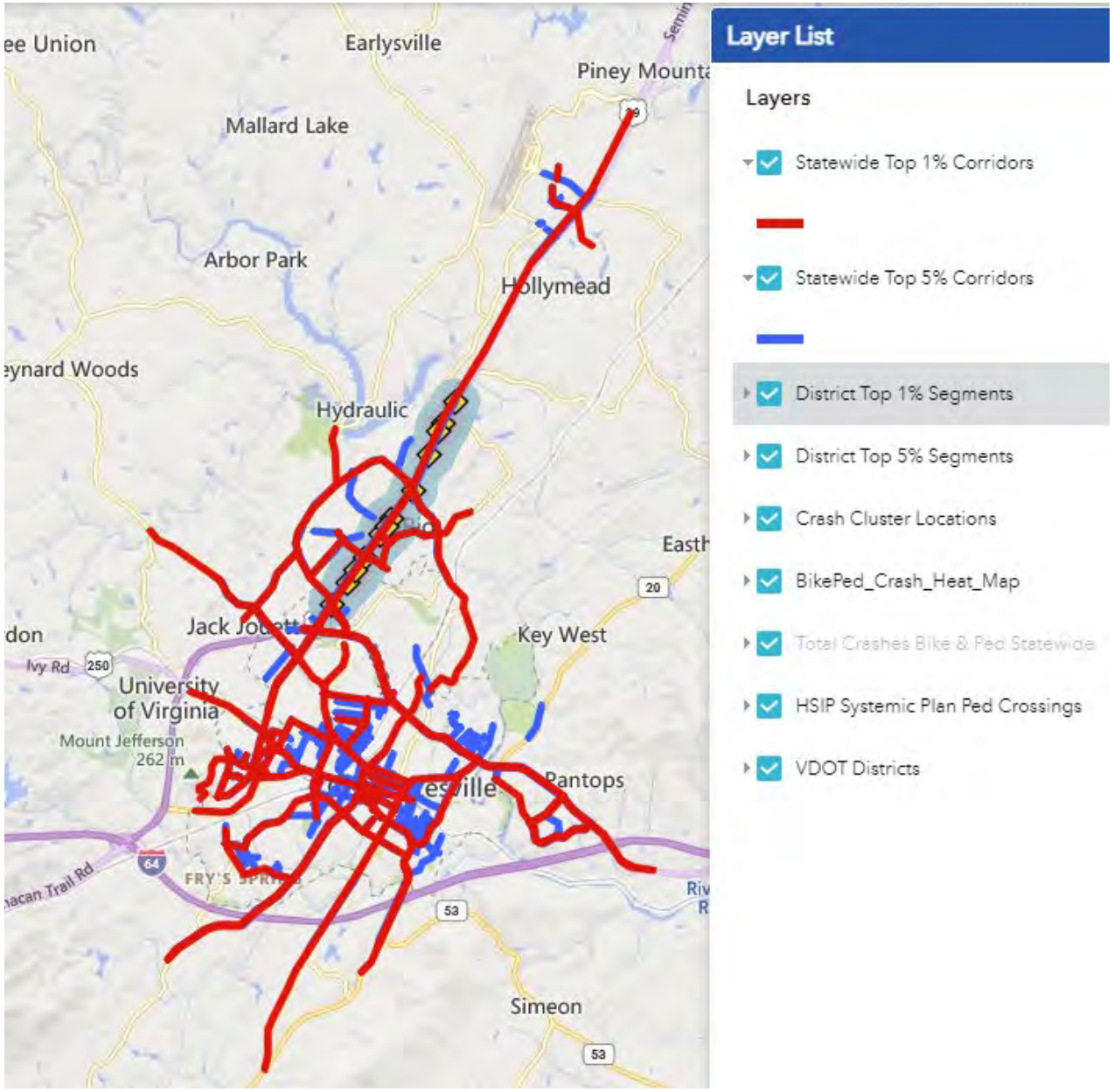
Pedestrian Safety

Explanation of Measure:

Pedestrian safety needs are evaluated based on VDOT's Pedestrian Safety Action Plan (PSAP) priority corridors.

- PSAP corridors indicate locations where facility design, operations, context, performance, or other issues are likely to lead to pedestrian crashes.
- Priority corridors are identified through a statewide analysis of crash history, design speed, number of lanes, traffic volume, demographics and land uses in the vicinity of the corridor.

Pedestrian Safety Action Plan (PSAP 3.0)



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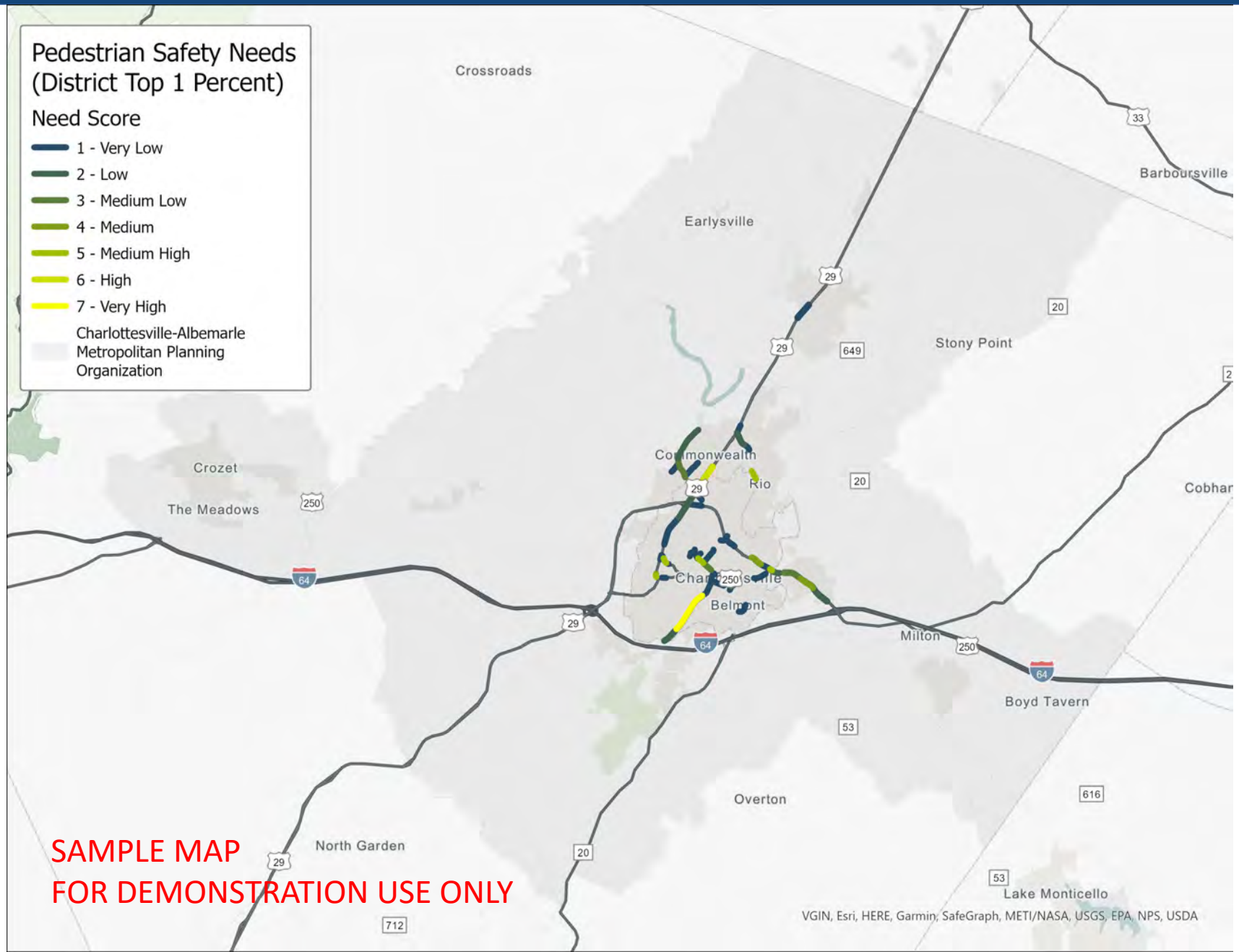
Pedestrian Safety

Thresholds for Determining Eligibility:

Eligibility for pedestrian safety scoring may be determined by one of the following threshold options, based on a segment's PSAP score relative to other segments in the region:

- Top 1% Corridors
- Top 5% Corridors



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Access to Jobs

Explanation of Measures:

The Multi-Modal Accessibility scoring category include four performance measures: bicycle access to jobs, transit access to jobs, automobile access to jobs, and access to jobs by disadvantaged populations.

Cumulative Opportunities – Current Condition and Reference Conditions

Each square represents one census block.

78	41	41	12	40	24	63	73	7	85	48
63	3	92	46	10	16	39	11	32	81	66
44	81	38	79	43	62	57	45	82	84	72
94	76	59	68	72	14	38	40	41	27	12
26	86	29	58	55	71	53	86	33	5	21
42	18	75	99	29	98	58	49	91	97	28
30	91	71	80	23	58	74	68	3	79	7
23	15	88	6	70	2	30	15	12	12	58
57	37	46	95	35	75	38	88	29	36	34
3	70	99	74	45	61	76	15	75	88	100
36	39	95	95	41	93	19	37	84	23	10

Reference: Bicycle LTS 4 (Highest Stress)

70	37	37	11	36	22	57	66	6	77	43
57	3	83	41	9	14	35	10	29	73	59
40	73	34	71	39	56	51	41	74	76	65
85	68	53	61	65	13	34	36	37	24	11
23	77	26	52	50	64	48	77	30	5	19
38	16	68	89	26	88	52	44	82	87	25
27	82	64	72	21	52	67	61	3	71	6
21	14	79	5	63	2	27	14	11	11	52
51	33	41	86	32	68	34	79	26	32	31
3	63	89	67	41	55	68	14	68	79	90
32	35	86	86	37	84	17	33	76	21	9

Current: Bicycle LTS 1 (Lowest Stress)

Potential for Accessibility Improvement

8	4	4	1	4	2	6	7	1	8	5
6	0	9	5	1	2	4	1	3	8	7
4	8	4	8	4	6	6	4	8	8	7
9	8	6	7	7	1	4	4	4	3	1
3	9	3	6	5	7	5	9	3	0	2
4	2	7	10	3	10	6	5	9	10	3
3	9	7	8	2	6	7	7	0	8	1
2	1	9	1	7	0	3	1	1	1	6
6	4	5	9	3	7	4	9	3	4	3
0	7	10	7	4	6	8	1	7	9	10
4	4	9	9	4	9	2	4	8	2	1

Bike Potential for Accessibility Improvement

Person-Weighted Accessibility

To calculate person-weighted accessibility:

1. Select a census block from the population table.
2. Find the corresponding PAI value for the chosen block
3. Multiply the population of the block by the PAI value
4. Repeat for all census blocks to calculate person-weighted PAI for each block
5. Sum up the person-weighted accessibilities for all census blocks within the maximum travel distance
6. Divide the total person-weighted accessibility by the total population within the maximum travel distance to get the average person-weighted accessibility for the entire study area.

Population-Weighted PAI

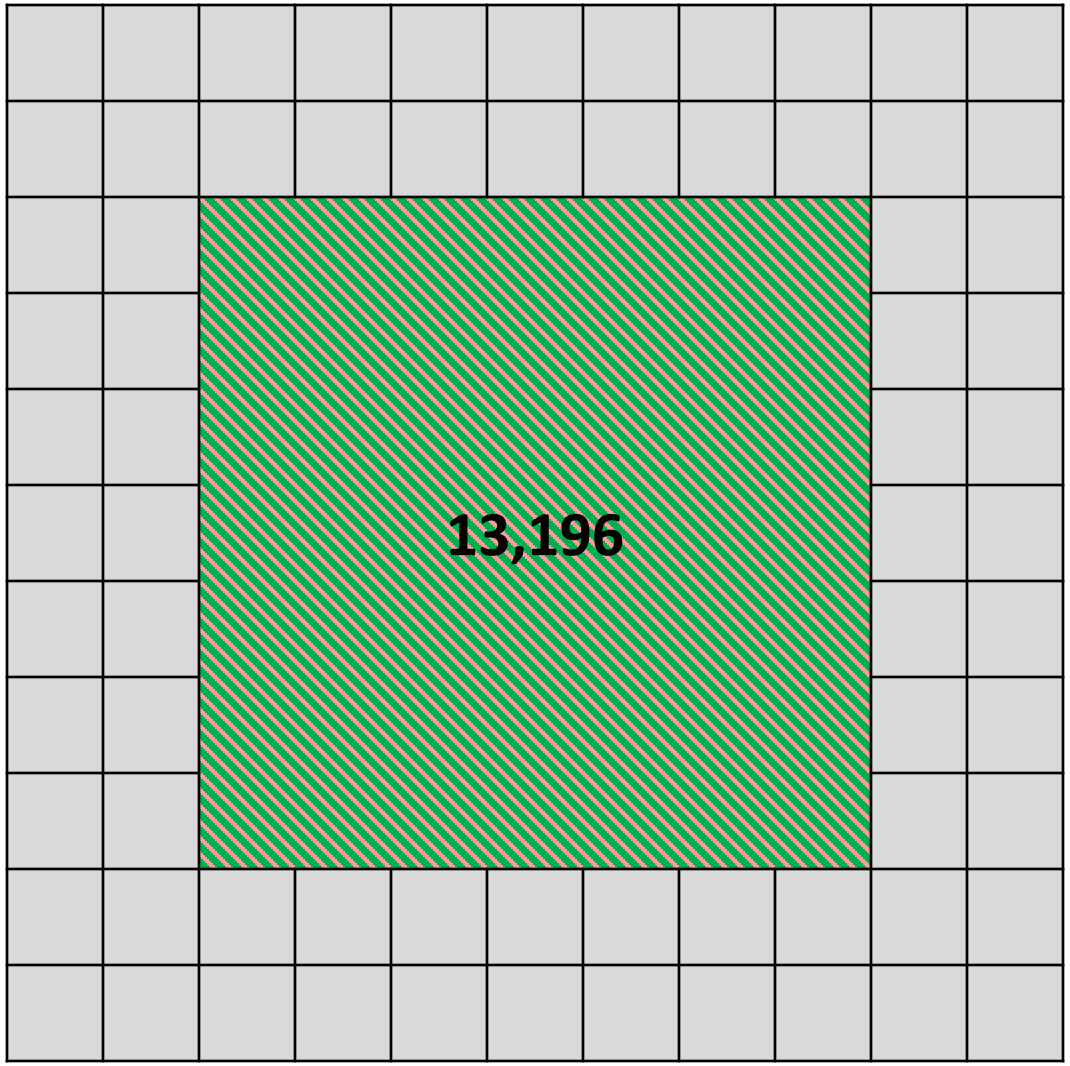
23	32	0	42	80	78	10	72	17	13	97
15	54	39	76	25	52	35	87	94	90	85
30	48	80	92	70	17	7	23	39	88	25
3	26	54	4	66	37	97	79	13	15	41
47	6	86	28	38	24	20	35	69	83	85
91	54	58	16	6	52	100	36	72	7	17
76	46	2	87	94	39	97	13	39	15	6
50	2	36	32	34	57	98	71	51	49	11
55	52	84	83	37	86	75	74	3	41	69
18	85	94	72	71	0	37	75	78	37	24
90	33	8	12	26	48	73	82	39	92	70

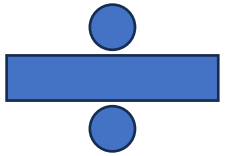
Population

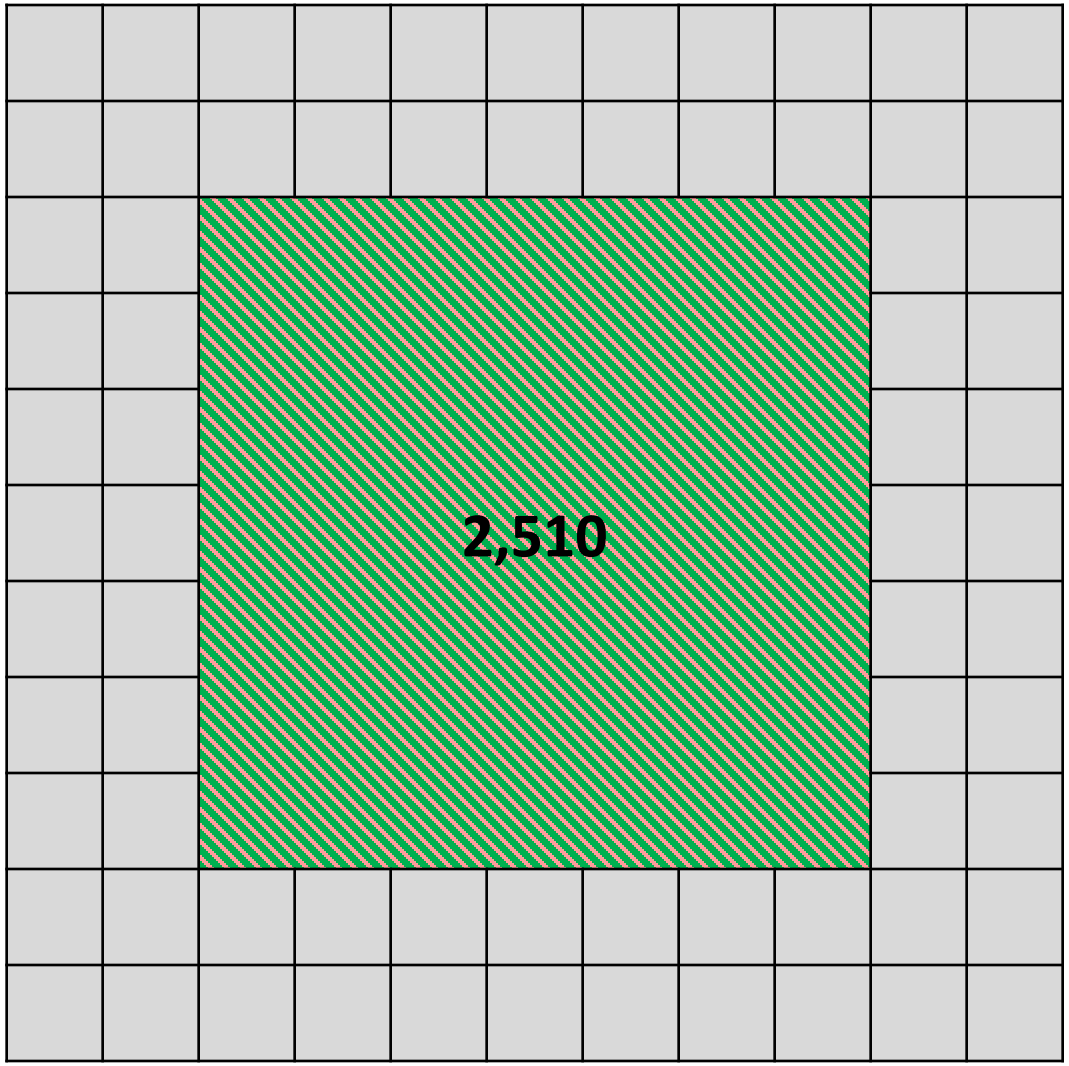
8	4	4	1	4	2	6	7	1	8	5
6	0	9	5	1	2	4	1	3	8	7
4	8	4	8	4	6	6	4	8	8	7
9	8	6	7	7	1	4	4	4	3	1
3	9	3	6	5	7	5	9	3	0	2
4	2	7	10	3	10	6	5	9	10	3
3	9	7	8	2	6	7	7	0	8	1
2	1	9	1	7	0	3	1	1	1	6
6	4	5	9	3	7	4	9	3	4	3
0	7	10	7	4	6	8	1	7	9	10
4	4	9	9	4	9	2	4	8	2	1

Potential for Accessibility Improvement

Population-Weighted PAI



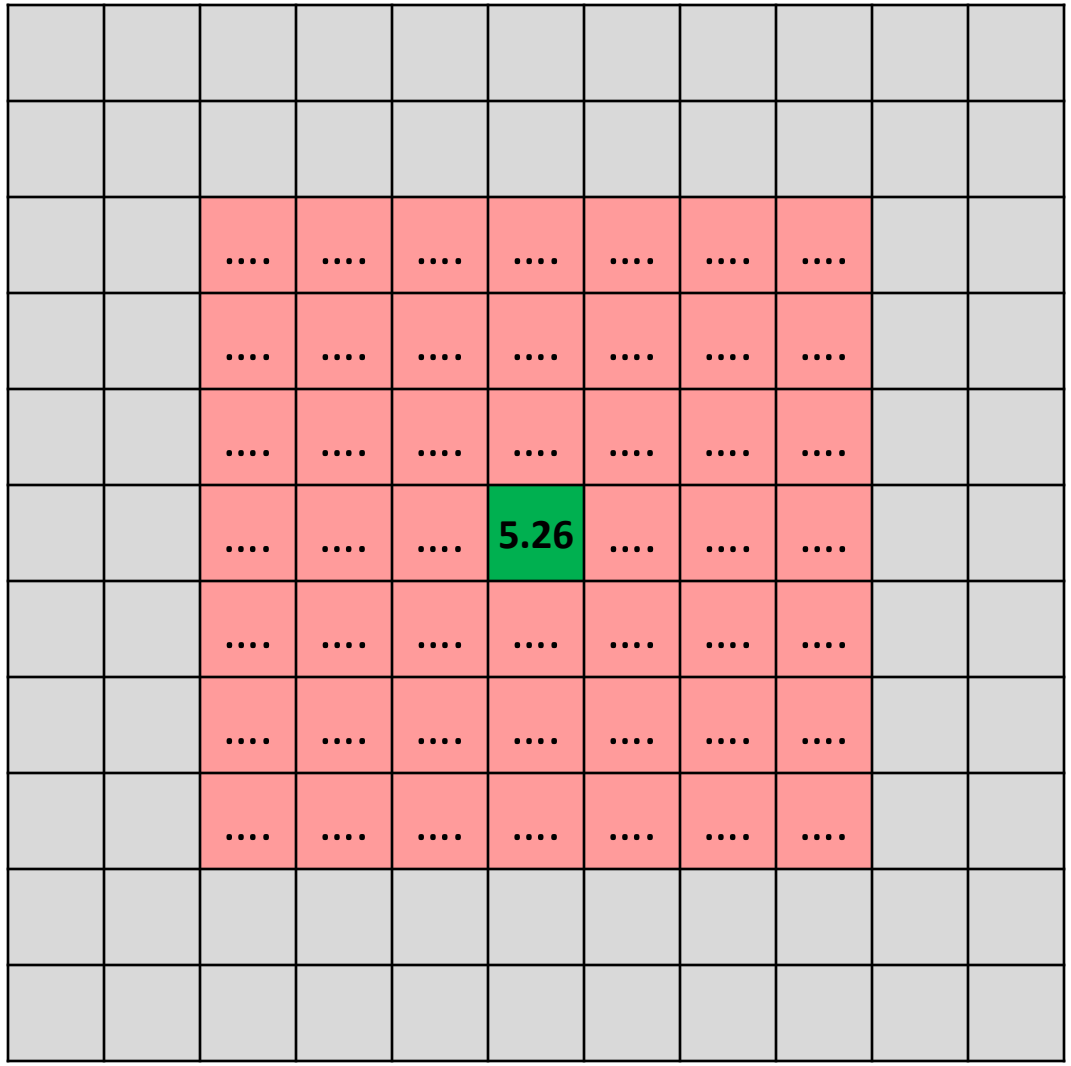




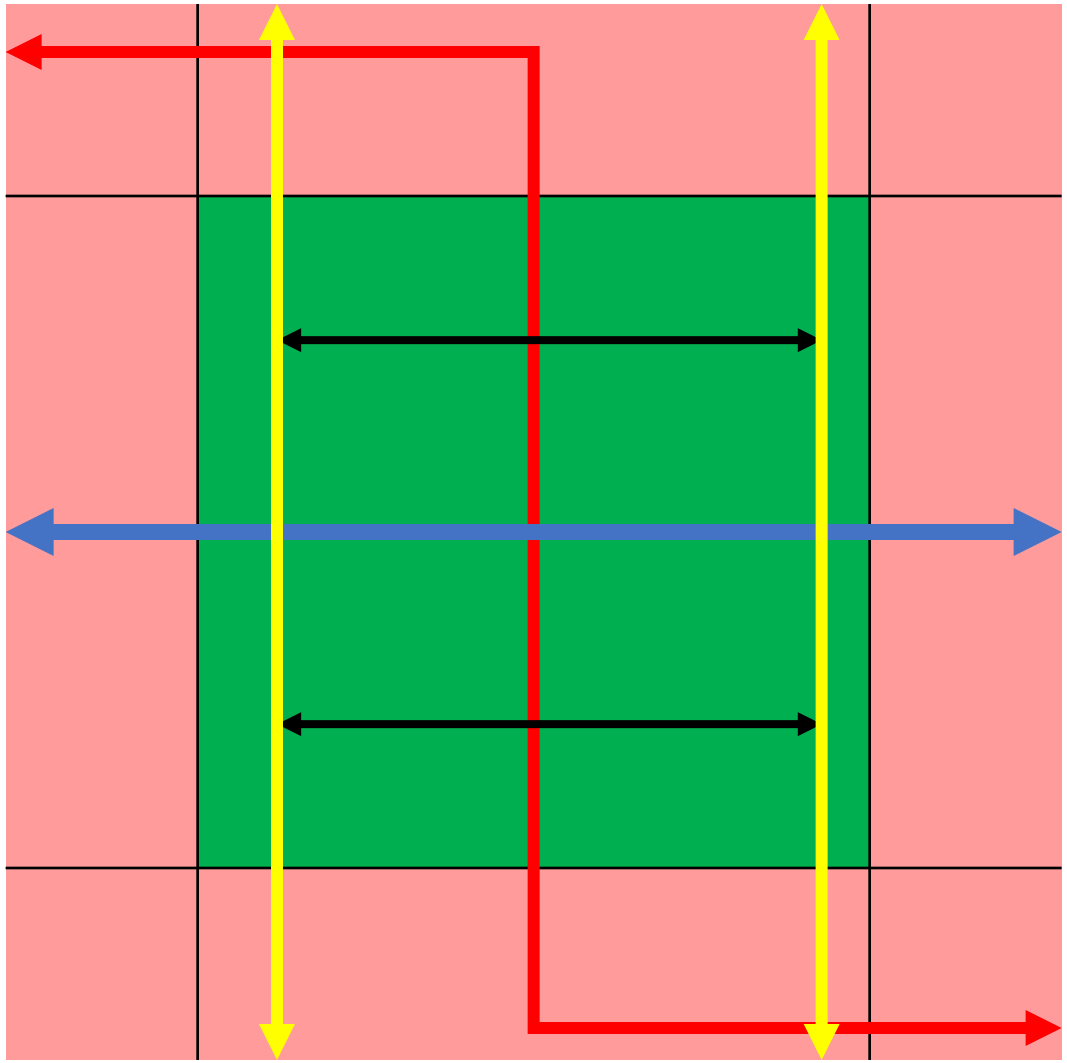
Population-Weighted Bike PAI

Population

Potential for Accessibility Improvement



Functional Classification Weighting Values



Principal Arterial = 4

Minor Arterial = 3

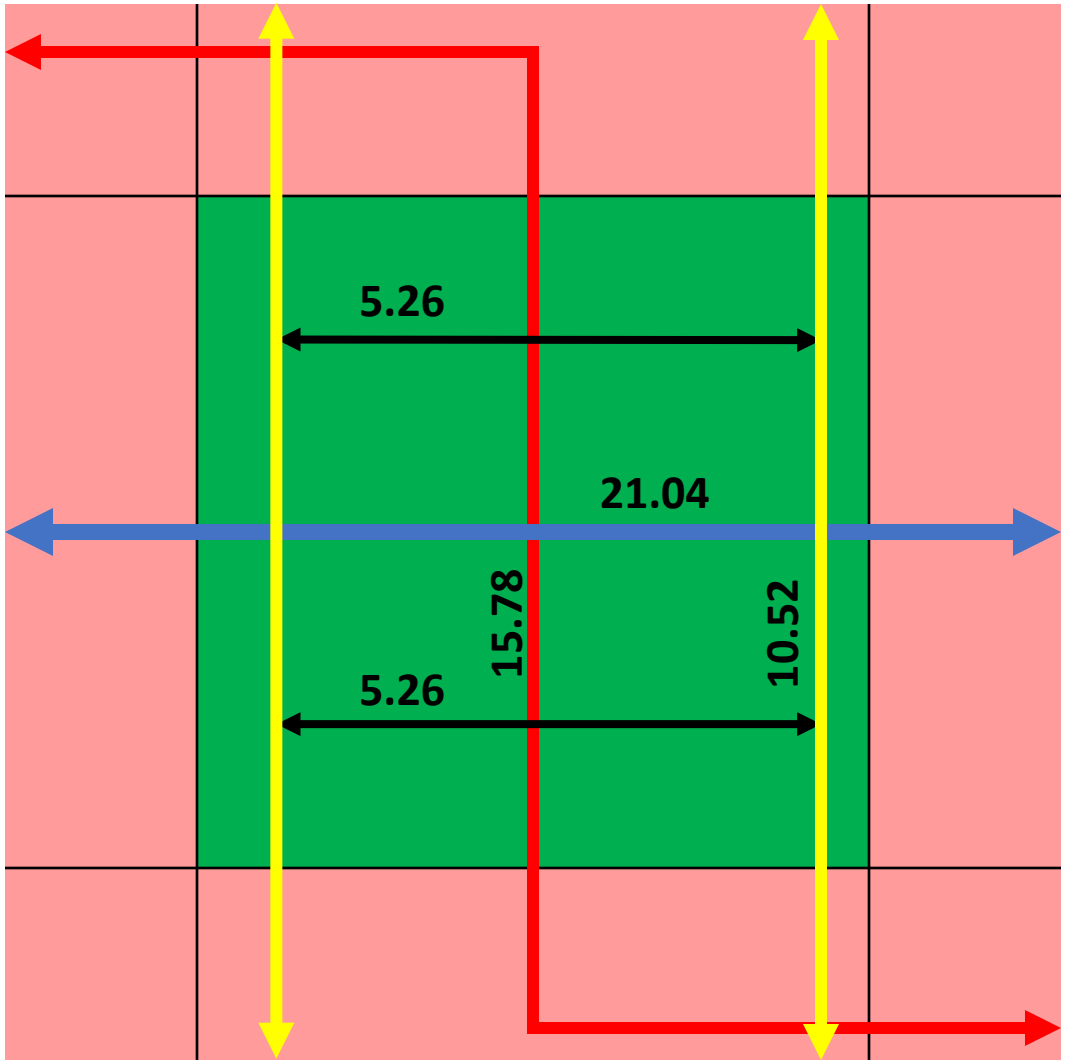
Major Collector = 2

Minor Collector = 1

Limited Access Facilities = 0

Functional Classification Weighting Values

Raw Accessibility Need Score



Raw Accessibility Need Score

Standardized Needs Category Scores for Access to Jobs (Weighted Average Potential for Accessibility Improvement Raw Score)

Need Category	Need Score	Percent of Total Mileage
Very High	7	Top 5% of total mileage
High	6	5.001% – 10%
Medium High	5	10.001% – 15%
Medium	4	15.001% – 20%
Medium Low	3	20.001% – 25%
Low	2	25.001% – 50%
Very Low	1	Bottom 50.001% - 100%

Access to Jobs

Outcomes Measured:

1. Calculate the Potential for Accessibility Improvement (PAI) as the difference between the “current” condition and the “reference” condition.
2. Calculate the population-weighted average PAI by dividing the product of PAI and census block population by the population of the catchment area.
3. Calculate the Access to Jobs raw score by multiplying the population-weighted PAI by the Functional Classification value (1-4) of each segment that intersects the catchment area
4. For the *Access to Jobs by Disadvantaged Populations* measure, limit calculation of steps 1 to 3 to Equity Emphasis Areas where there is transit available

Access to Jobs

Thresholds for Determining Eligibility:

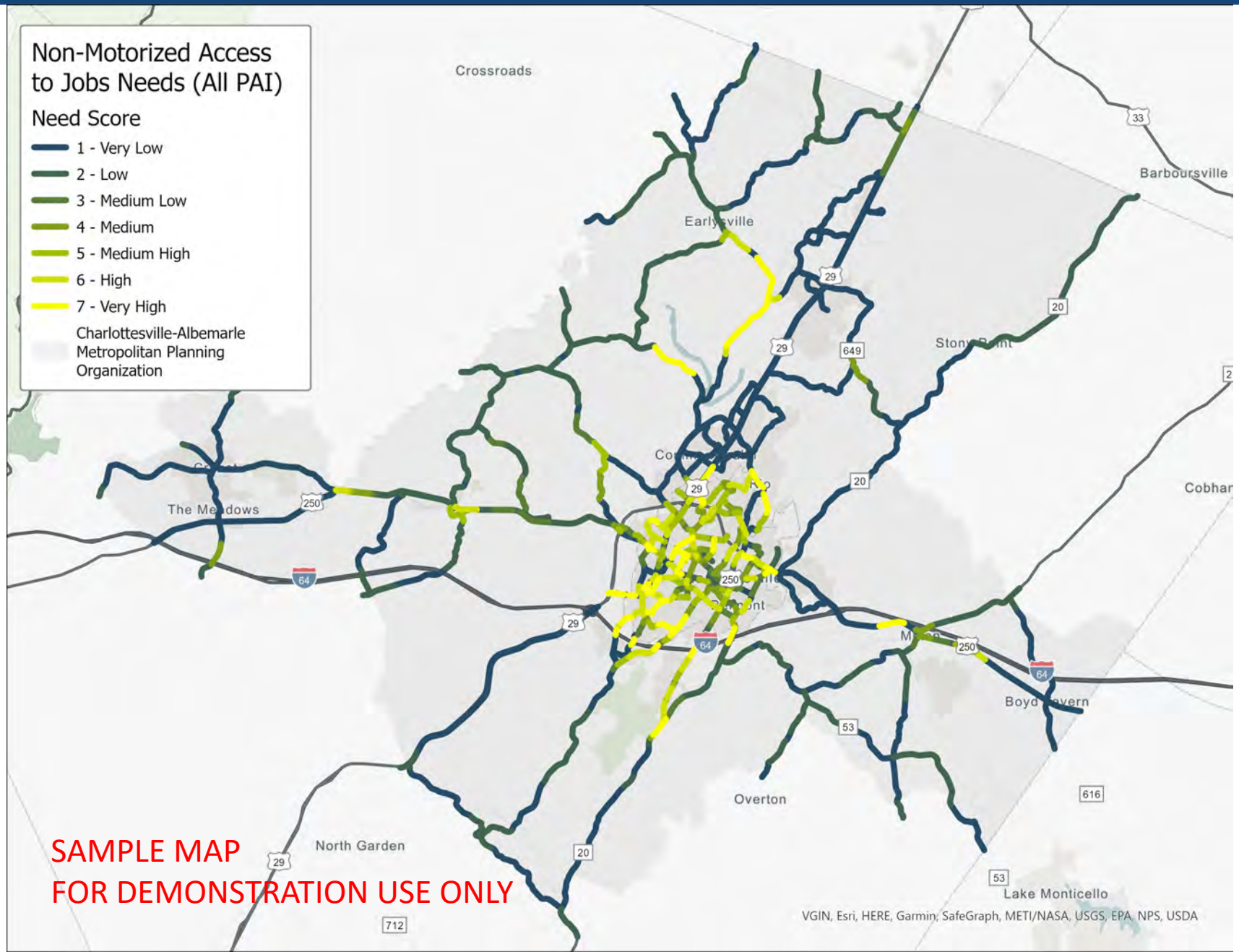
- All segments where population weighted Potential for Accessibility Improvement (PAI) is greater than zero.
- All segments where population weighted PAI is greater than the region's median population weighted PAI.

The first option acknowledges all opportunities for potential accessibility enhancements while the second option focuses on the most acute needs.

Access to Jobs

Input Parameters by Access to Jobs Performance Measures

Measure	Current Condition	Reference Condition	Max Travel Time	Max Travel Distance
Auto Access to Jobs	Peak (8 am)	Off Peak (12 am)	45 minutes	10 miles
Transit Access to Jobs	Transit AM Peak	Auto AM Peak	45 minutes	5 miles
Non-Motorized Access to Jobs	Bike LTS 1 Network	Bike LTS 4 Network	20 minutes	3 miles
Disadvantaged Population	Transit AM Peak	Auto AM Peak	45 minutes	5 miles



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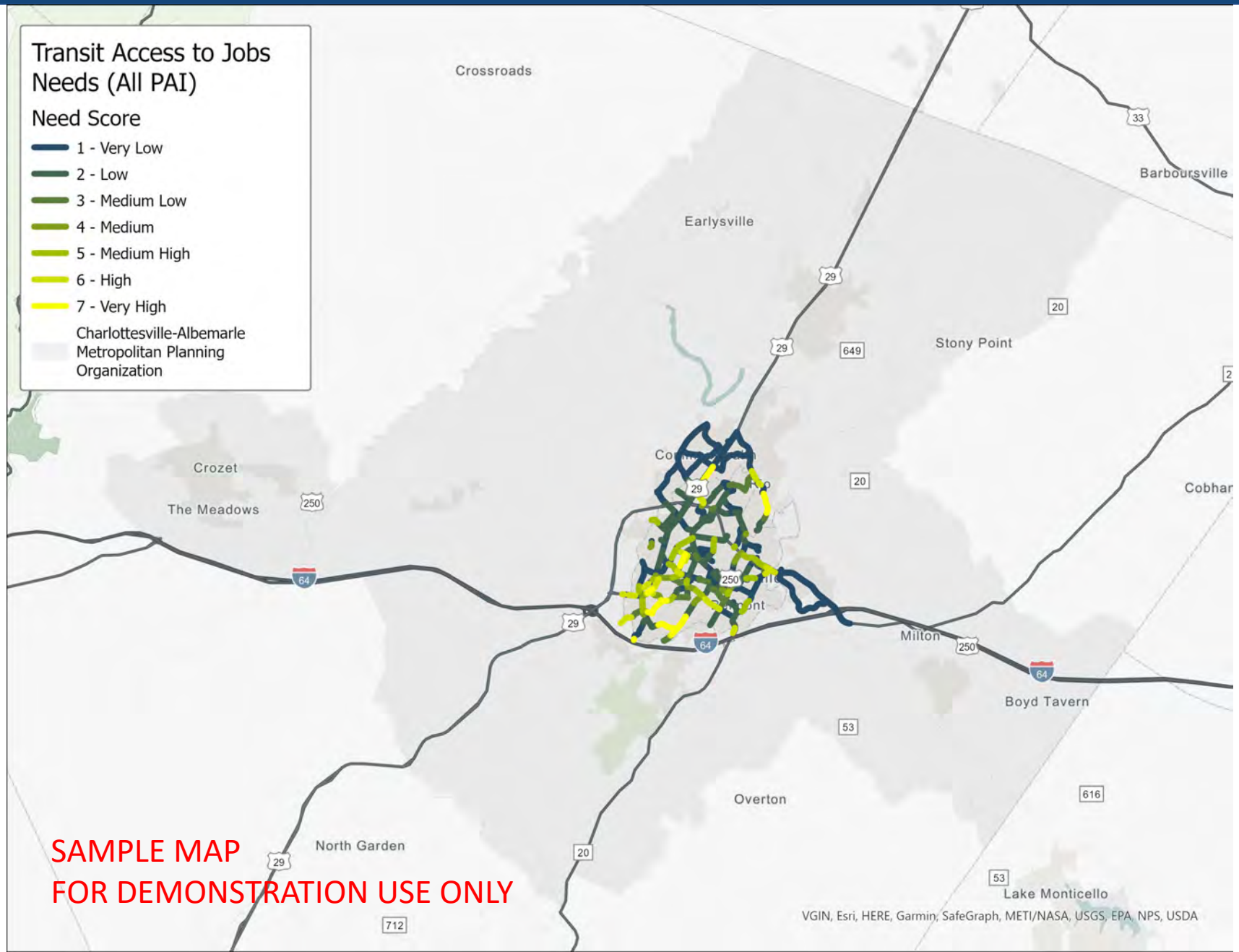

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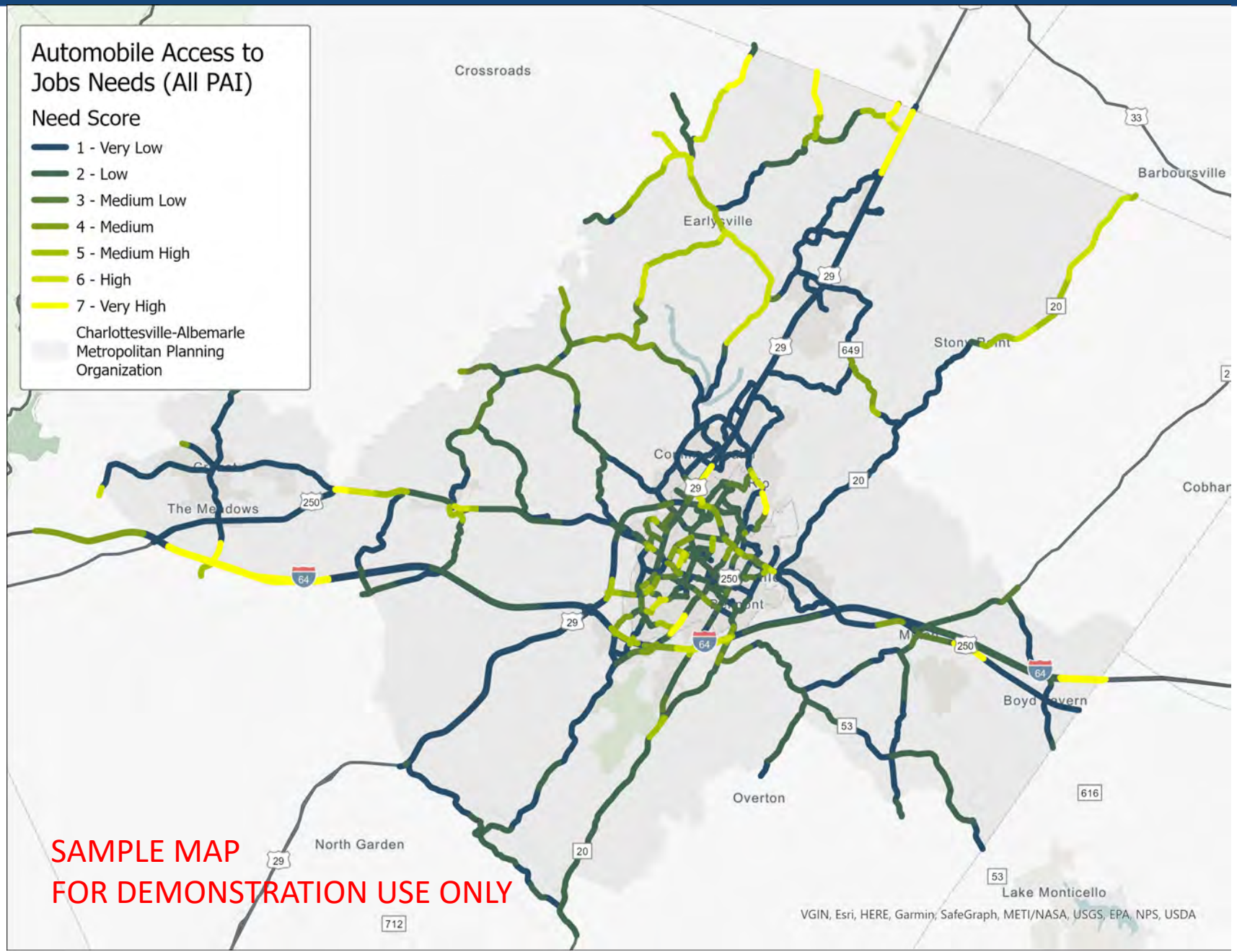

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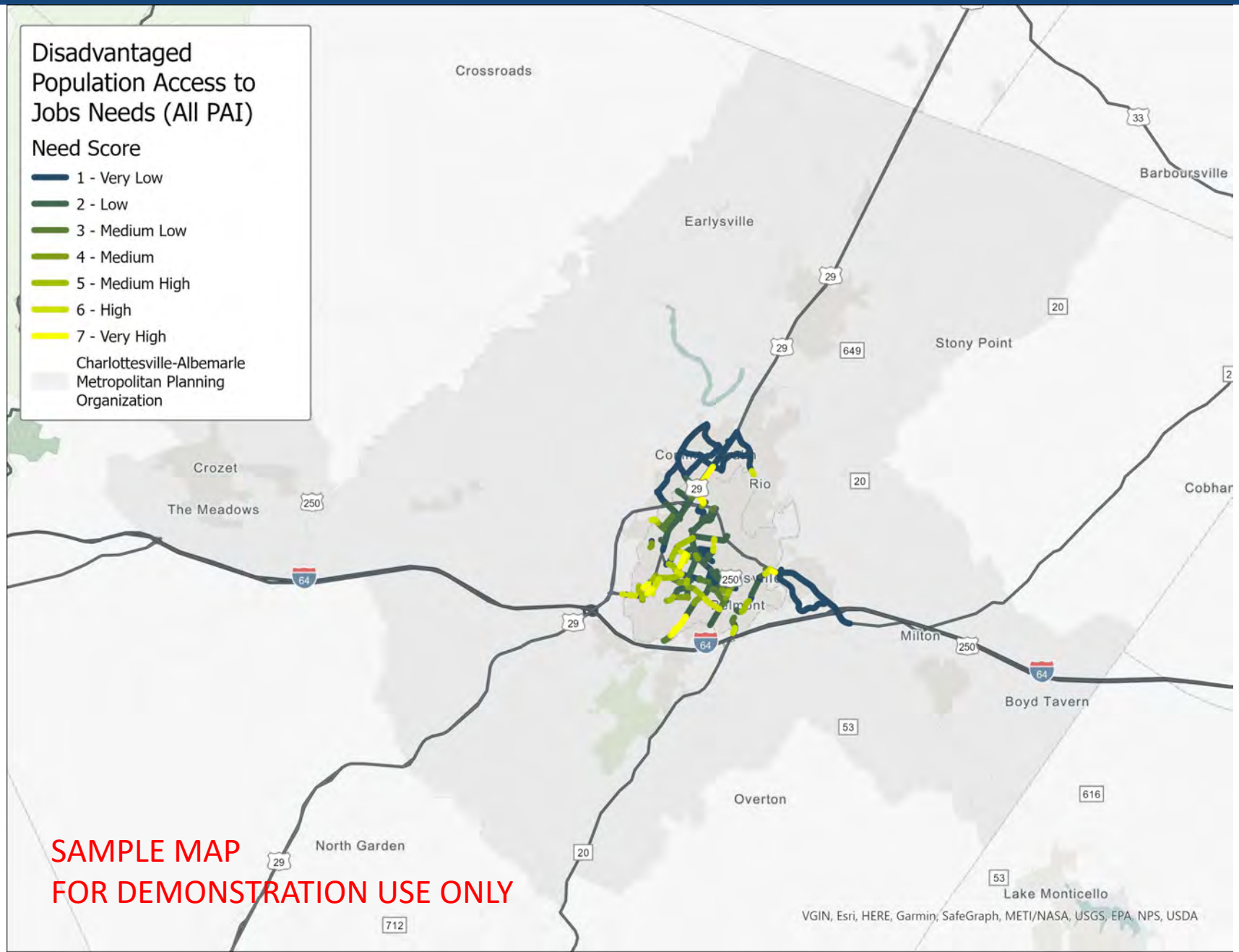

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Congestion Mitigation and Travel Time Reliability

Explanation of Measures:

Congestion mitigation needs are identified through Travel Time Index (TTI)

- TTI is the ratio of a segment's typical travel time to the time required to travel the same distance in free-flow conditions.

Travel time reliability needs are identified through Planning Time Index (PTI)

- PTI is the ratio of a segment's 95th percentile travel time compared to the time needed to travel the same distance in free-flow traffic.
- PTI refers to the total planned duration of travel (expected delay plus unexpected delay) that is required for an on-time arrival for 95% of trips on a given segment.

Congestion Mitigation and Travel Time Reliability

Thresholds for Determining Eligibility:

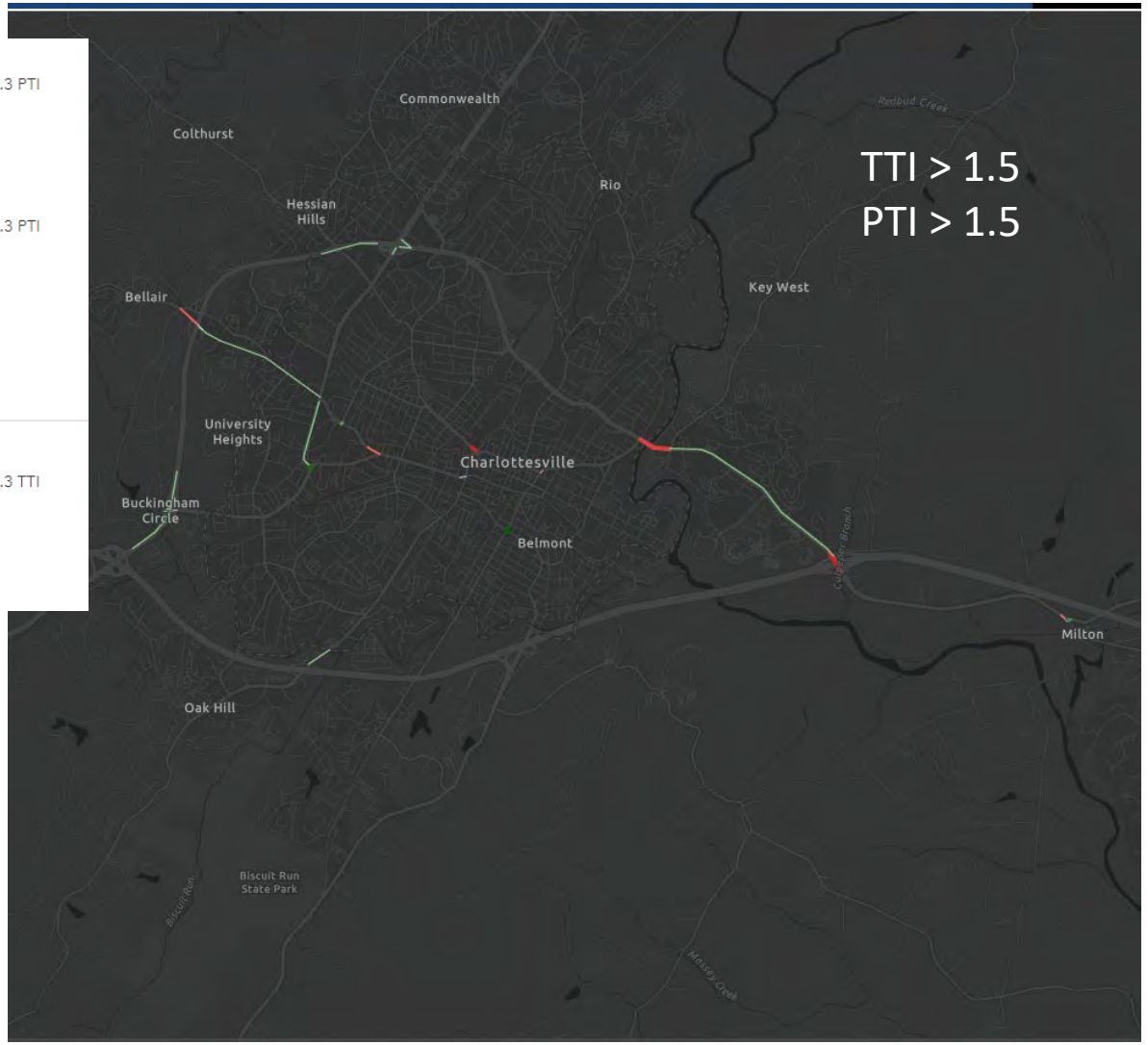
- Weighted average TTI or PTI in any year is greater than **1.3** for three or more hours or is greater than **1.5** for one or more hours.
- Weighted average TTI or PTI in any year is greater than **1.5** for three or more hours or is greater than **1.7** for one more hours.

The first option acknowledges opportunities to address areas where there is any systemic congestion concern, while the second option focuses on the areas with the most severe congestion.

Travel Time Index and Planning Time Index

TTI > 1.3
PTI > 1.3

TTI > 1.5
PTI > 1.5



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Bus Transit On-Time Performance

Explanation of Measures:

- On-Time Performance (OTP) measures how well transit vehicles adhere to the published schedule within an acceptable level of deviation measured in time and serves as an indicator of the reliability of bus transit as a travel option.
- OTP is expressed as a percentage and is calculated by the count of bus timepoint departures that are on time divided by the count of total departures multiplied by 100.
- For this analysis, buses are considered “on-time” if they are no more than 30 seconds early and no more than 5 minutes late to the major stops (time points) on the route schedule.

Bus Transit On-Time Performance

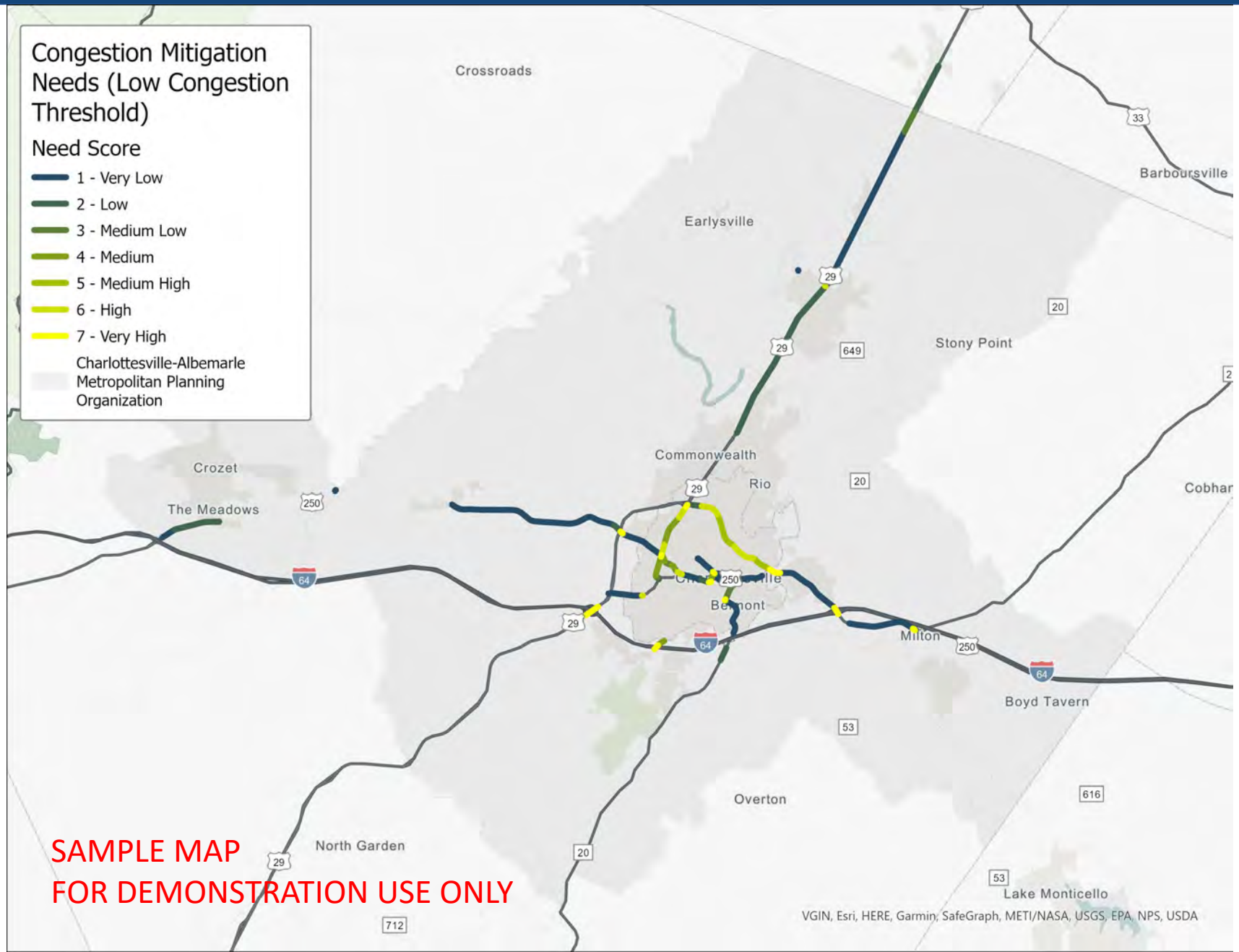
Thresholds for Determining Eligibility:

- Stops where OTP is less than the system average OTP from the previous year.
- Stops where OTP is less than 90% (established transit performance goal).

Bus Transit On-Time Performance

Limitations:

- OTP is only collected at time points where departure times are scheduled.
- This analysis does not consider reliability of service consistency or the change in reliability over time.
- OTP does not indicate reasons for late or early arrivals such as traffic congestion, passenger loading, and delays due to at-grade railroad crossings, crashes, disabled buses, detours, weather, and labor availability.



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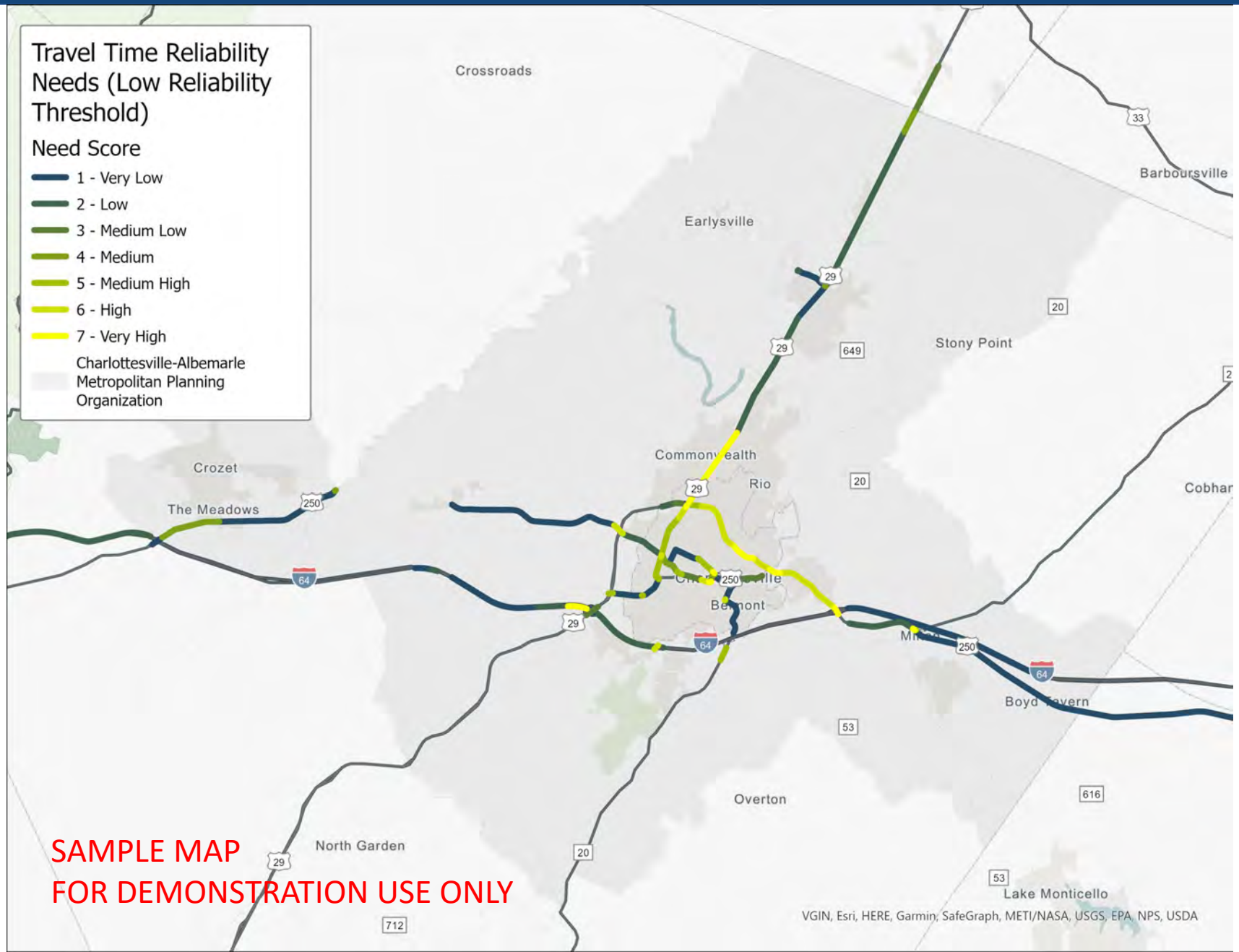

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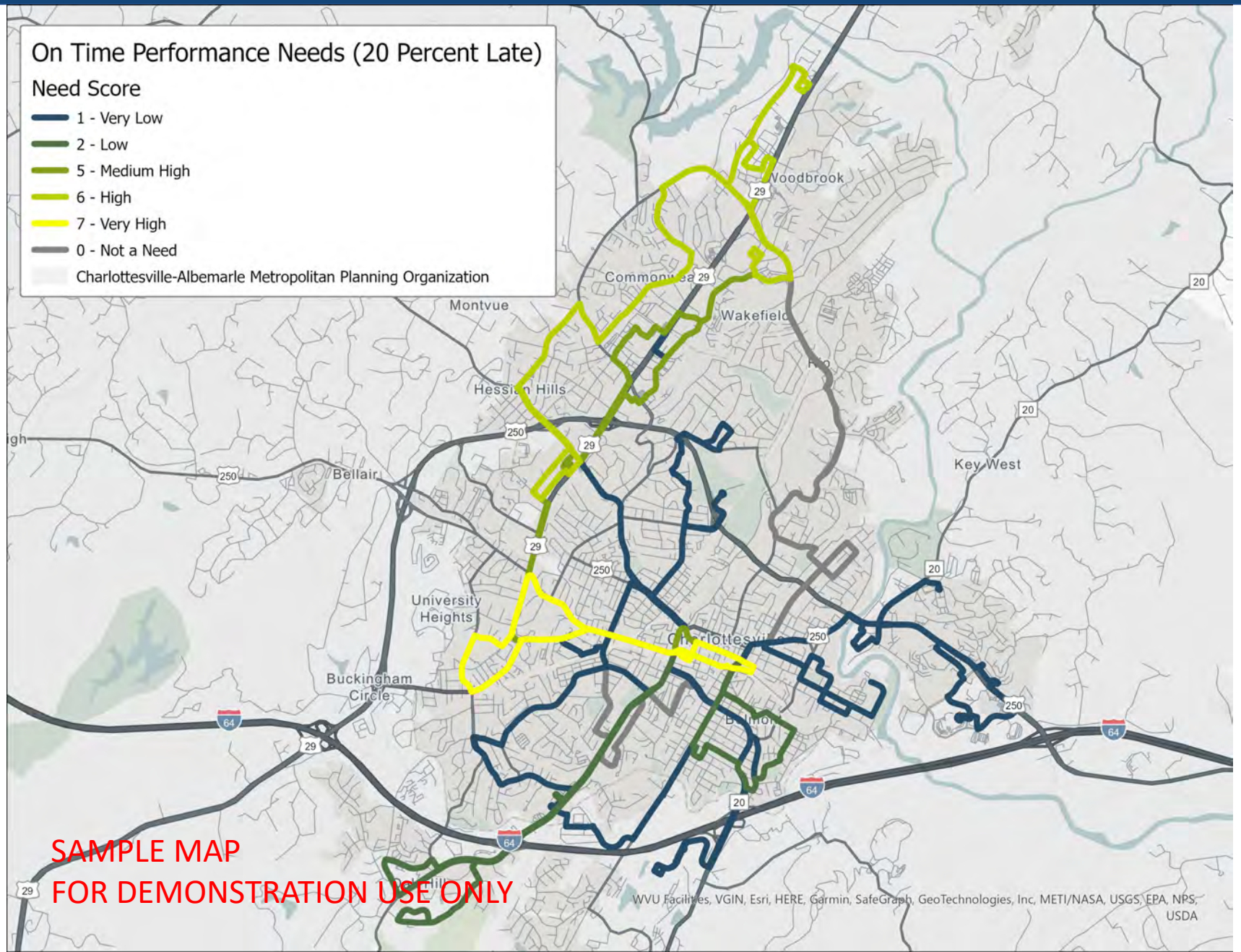

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Walk Access to Non-Work Destinations

Explanation of Measures:

The need for *walk access to non-work destinations* and walk access to non-work destinations for disadvantaged populations is determined by a segment's WalkScore.

Walk Access to Non-Work Destinations

Thresholds for Determining Eligibility:

- All segments in the City of Charlottesville and in Albemarle County Comprehensive Plan Development Areas.
- All segments in "somewhat walkable" census tracts (i.e., WalkScores greater than 49).

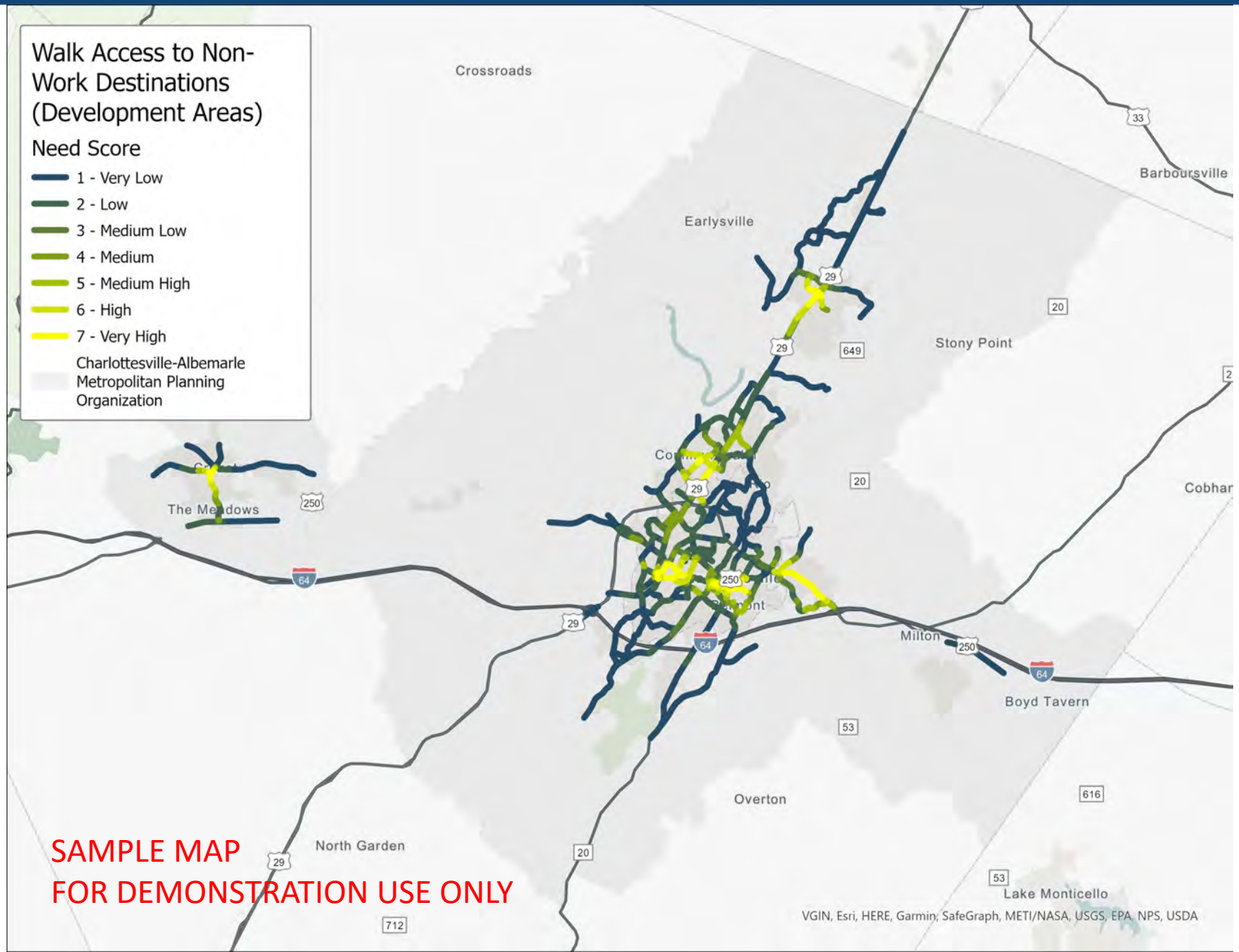
The effect of selecting the first threshold option is that needs will be considered for all areas regardless of the current WalkScore.

The result of selecting the second threshold option is that needs will be considered for all areas regardless of its designation as a Development Area (for Albemarle County only). However, given that WalkScores are higher in more urban areas due to better network connectivity and shorter distances to amenities, the more realistic outcome is that needs will be identified in areas within Development Areas where there is the greatest potential for improving access to non-work destinations.

Walk Access to Non-Work Destinations

Outcomes Measured:

- The Walk Access to Non-Work Destinations measure weights each segment's WalkScore by the sum of total population and total employment in Traffic Analysis Zones (TAZ) that intersect the segment.
- The Walk Access to Non-Work Destinations measure weights each segment's WalkScore by the Disadvantaged Population in Equity Emphasis Areas (EEA) that intersect the segment.



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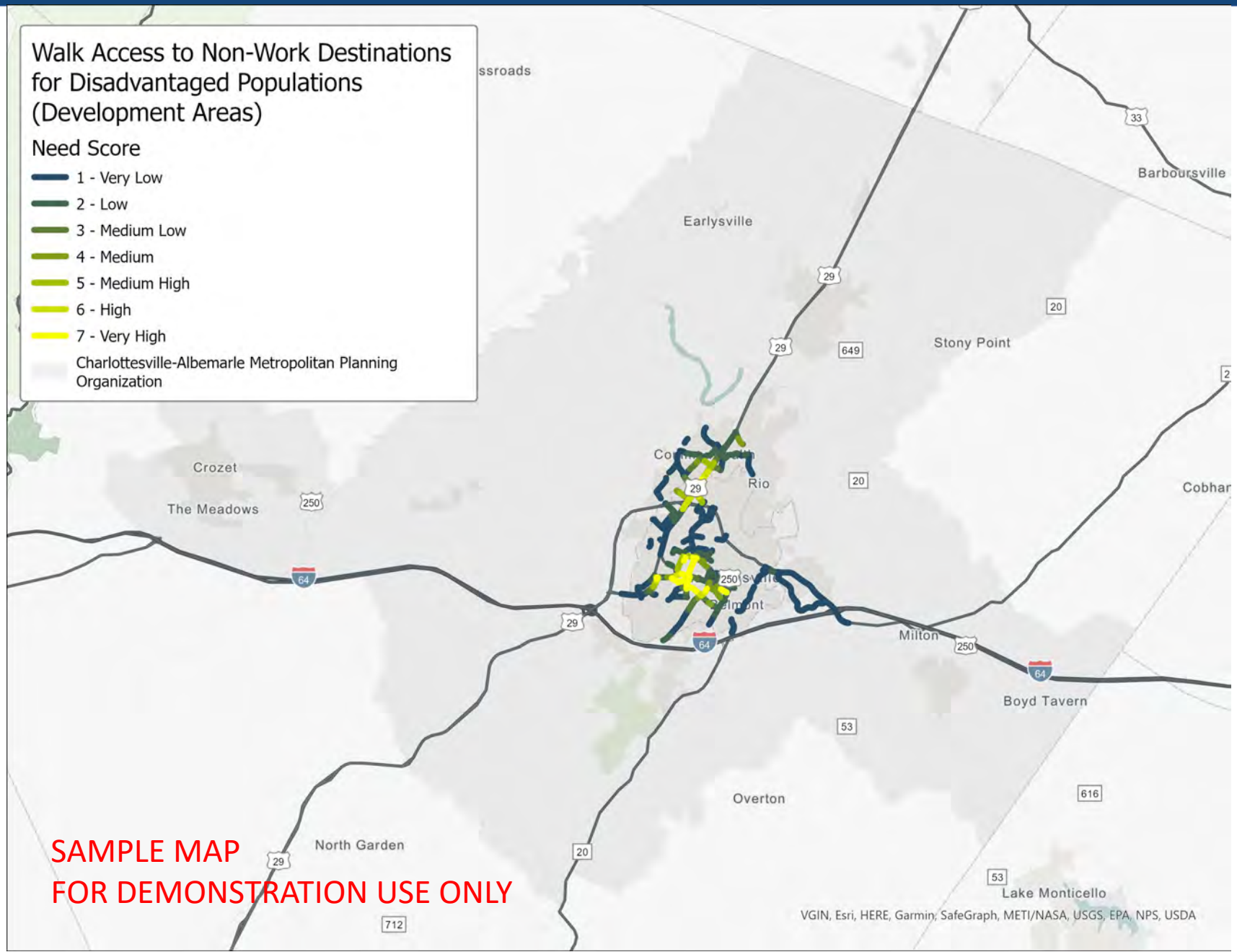

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Exposure to Historical Inland/Riverine Flooding

Explanation of Measures:

The *Exposure to Historic Inland Flooding and Resiliency* measure accounts for environmental and resiliency needs in the region.

- This measure is a special consideration that follows step 4 which combines the standardized need raw scores for each performance measure into an overall need score
- The measure awards points for exposure to inland flooding to segments that are an identified flood risk based on the VTrans Flooding Risk Assessment
- This measure awards points to segments in Distressed Communities based on the Economic Innovation Group's Distressed Communities Index (DCI).

Exposure to Historical Inland/Riverine Flooding

Outcomes Measured:

1. 5% adjustment for segments exposed to historical flooding in a 100-year flood zone
2. Adjustments for economically distressed communities
   - 5.0% adjustment applied to aggregate score of road segments in a zip code that has a DCI index of 80 to 100 (i.e., distressed)
   - 3.5% adjustment applied to aggregate score of road segment in a zip code that has a DCI rating of 60 to 80 (i.e., at risk)
   - 2.0% adjustment if a roadway segment falls within a zip code that has a DCI rating of 40 to 60 (i.e., mid-tier)

Exposure to Historical Inland/Riverine Flooding

Data Requirements:

Data Element	Source
VTrans Flood Risk Assessment	InteractVTrans Web Map (OIPI)
Distressed Communities Index	Economic Innovation Group

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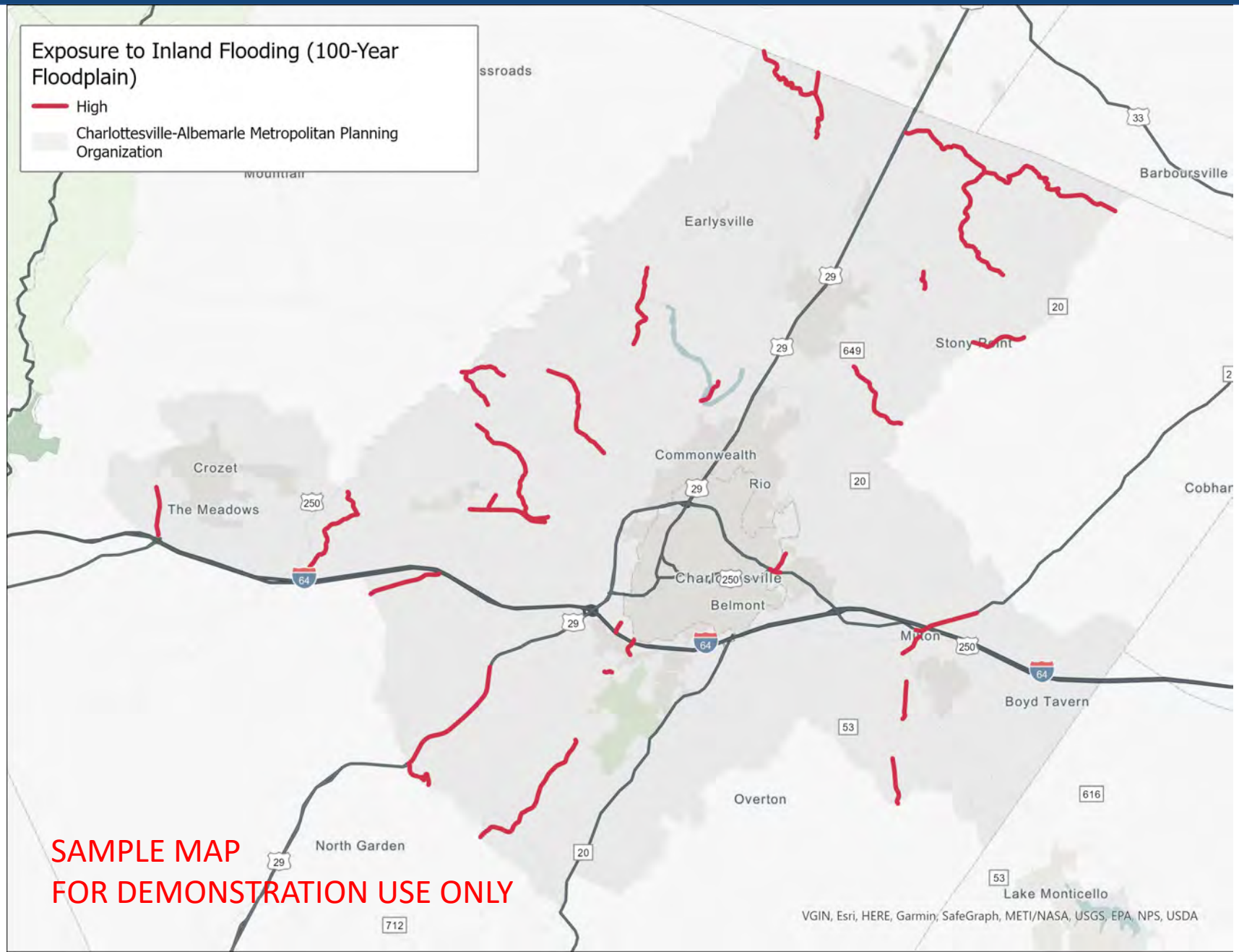

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Exposure to Historical Inland/Riverine Flooding

Distressed Communities by Zip Codes in the Charlottesville-Albemarle Area

Zip Code	Post Office	DCI Index	Adjustment
22903	Charlottesville	62.9 (At Risk)	4%
22947	Keswick	47.4 (Mid-Tier)	2%
22959	North Garden	60.7 (At Risk)	4%

- DCI ratings for Zip Codes 22901, 22902, 22904, 22911, 22923, 22932, 22936, 22968, and 22974 are less than 40
- DCI rating not available for Zip Code 22904. However, since it is mostly composed of the University of Virginia, most roads are institutional property and maintenance responsibility.

Combine standardized scores into the final need category score

Step 4a Combine standardized scores into the final need category score

The previous steps calculated systemwide RAW SCORES (step 2) and STANDARDIZED NEEDS SCORES (step 3) in the safety, accessibility, mobility, and land use need categories

1. First, combine the standardized raw scores using a weighting scheme that is aligned with the MPO's goals and objectives (see next page for example)
2. Next, if applicable apply environmental

Combine standardized scores into the final need category score

Example of aggregate needs score based on combined category scores

Performance Measure	Weight	Need Score	Weighted Need Score
Roadway Safety	15%	4	0.6
Pedestrian Safety	15%	6	0.9
Bicycle Access to Jobs	8%	6	0.48
Transit Access to Jobs	8%	4	0.32
Automobile Access to Jobs	6%	6	0.36
Access to Jobs (Disadvantaged Populations)	8%	5	0.4
Congestion Mitigation	5%	0	0
Travel Time Reliability	5%	0	0
Bus Transit On-Time Performance	10%	1	0.1
Walk Access to Non-Work Destinations	10%	5	0.5
Walk Access to Non-Work Destinations (Disadvantaged Populations)	10%	5	0.5
Overall	100%	-	4.16 (medium)

Contact Us

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GAP-TA@vtrans.org

Visit vtrans.org/about/GAP-TA for information about the
Growth and Accessibility Planning Technical Assistance Program

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FY24-FY27 TIP Amendment

- Requested by the Virginia Passenger Rail Authority (VPRA)
- Programs CMAQ funding for new Amtrak state-supported service
- Only includes costs estimated for service through CA-MPO region

UPC NO	20299/25137	SCOPE	Operational expenses related to two trains.				
SYSTEM	Primary	JURISDICTION	Charlottesville-Albemarle MPO		OVERSIGHT		
PROJECT	Virginia State-Supported Amtrak Operations				ADMIN BY	VPRA	
DESCRIPTION	Operating expenses for two trains on the Roanoke route (Route 46). The cost included is only for a portion of the route and a portion of the train costs estimated for the jurisdiction.						
PROGRAM NOTE	TIP AMD - FY 2024-2027 Transportation Improvement Program (TIP) Amendment – Virginia State-Support Amtrak Operations						
ROUTE/STREET	Roanoke Operations (Route 46)				TOTAL COST	$22,170,853*	

	FUND SOURCE	Previous Funding	FY24	FY25	FY26	FY27	Total FY24-27
PE	Federal CMAQ	$0	$1,701,699	$1,771,225	$1,904,175	$1,982,655	$7,359,754
PE	State CMAQ	$0	$425,425	$442,806	$476,044	$495,664	$1,839,938
PE	VPRA	$3,771,469	$2,127,123	$2,214,031	$2,380,219	$2,478,318	$9,199,692

Notes:

- Oversight – No federal oversight
- Regionally Significant for Air Quality – No, FHWA considers the CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements as the funding is going towards "operating assistance," which is specifically listed as being exempt in Table 2 of EPA's Transportation conformity rule.
- * Total cost includes operating expenses from previous funding and estimated expenses through FY27 as these are operating expenses without an end date.

SMART SCALE

Summary of Discussions from May, June, & July Commonwealth Transportation Board Meetings

Round 5 Scores Under Proposed Changes

PROJECT	SUBMITTING ENTITY	ORIGINAL SCORE	SCORE WITH LAND USE ADJUSTMENT	% DIFFERENCE
Avon Street Multimodal Improvements	CA-MPO	8.46	1.00	-88%
District Avenue Roundabout	CA-MPO	4.6	3.76	-18%
Rivanna River Bicycle and Pedestrian Bridge	CA-MPO	3.17	3.12	-1%
Fifth Street Extended Multimodal Improvements	CA-MPO	1.68	1.06	-37%
US 250/Peter Jefferson Parkway Intersection Improvements	TJPDC	6.02	5.68	-6%
US 250/Rolkin Road Pedestrian Improvements	TJPDC	3.91	1.43	-63%
US 250/Milton Road Intersection Improvements	TJPDC	1.64	2.00	22%
US 250/Louisa Road Intersection Improvement	TJPDC	0.78	0.91	17%
Belvedere Blvd/Rio Road Intersection Improvements	Albemarle County	4.6	3.52	-23%
Old Trail Drive/US 250 W Intersection Improvements	Albemarle County	1.9	2.12	12%
Fifth Street Extended Bike/Ped Improvements	Albemarle County	1	0.44	-56%
Avon Street Bike/Ped Improvements	Albemarle County	2.7	1.79	-34%

MPO/TJPDC Projects Eligible Under Adjusted HPP Definition (Rounds 1-5)

- Free Bridge Congestion Relief – New Capacity Highway
- DDI at Exit 124* – Improved Interchange
- Exit 118 Interchange Conversion – Improved Interchange
- US 29/Hydraulic Grade Separated Interchange Improvements Package – Improved Interchange
- US 29/Fontaine Interchange Improvement* – Improved Interchange
- Hillsdale South Extension – New Capacity Highway

- Exit 118 WB I-64/NB Route 29* (?) – Improved Interchange
- Rivanna River Bicycle & Pedestrian Crossing (?) – New Capacity Highway

*Project was funded

SMART SCALE Application Cap Reduction

The Commonwealth Transportation Board is considering reducing the application cap for all entities eligible to submit applications. For Tier 1 entities, which is all of the submitting entities in the CA-MPO and TJPDC region, the application cap would be reduced from 4 applications to 2 applications.

Comments Received:

How have we been performing as a region? If our applications have been complete and prepared, more projects submissions is beneficial.

SMART SCALE Application Completeness & Readiness

To facilitate application readiness at time of submission, the Commonwealth Transportation Board is considering processes that will require final applications to be complete prior to submission. This would mean that all resolutions, approvals, reports, detailed project schedules, cost estimates, and other required attachments would need to be completed prior to the submission of the final application and could not be added later. The CTB is also considering changing the terminology for the pre-screening conditional review from "conditional screen in" if a pre-application indicates deficiencies in application readiness at the time the pre-application is submitted to "conditional screen out."

Comments Received:

This seems to make sense to ensure applications are complete.

SMART SCALE Project Delivery Performance

To address project cost overruns and scheduling delays for locally administered projects that have received funding through SMART SCALE, the Commonwealth Transportation Board is considering tying consensus funding decisions to entity performance in project delivery.

Comments Received:

This seems to make sense to ensure performance in project delivery.

SMART SCALE Future Congestion Conditions

To better capture the future impacts of project implementation on congestion impacts, the Commonwealth Transportation Board is considering using 10-year future growth to determine congestion benefit scores instead of current congestion conditions.

Comments Received:

It would make sense to consider both existing and 10-year growth congestion scores.

SMART SCALE High Priority Program Eligibility

MPOs, PDCs, and transit agencies are only eligible to submit applications through the High Priority Program (HPP). Localities are eligible to submit applications through both the District Grant Program and the HPP. To address concerns that the High Priority Program (HPP) is being used to implement small projects (projects with cost estimates < $10 million) that don't have meaningful impacts on the improvement of Corridors of Statewide Significance or Regional Networks, the Commonwealth Transportation Board is considering limiting projects that are eligible to receive funding through the HPP to the following types:

- New Capacity Highway
- Managed Lanes
- New or Improved Interchanges
- New or Improved Passenger Rail Stations or Service
- Freight Rail Improvements
- Fixed Guideway Transit

Comments Received:

- I think bike/ped projects should also be considered – it seems like they could figure out a way to include them in the process.
- This would exclude all non-motorized travel modes (ped and bike, e-scooters, etc.) and traditional transit service (buses, bus rapid transit) from the high priority project funding pot. In conjunction with Bullet 1 (where each jurisdiction can only submit 2 projects), it seems SMARTSCALE projects will be driven towards larger projects for motorized modes only (automobiles, rail, fixed guideway transit). This leaves some smaller regions that don't have light rail and rail service to only be able to apply automobile-centric projects for the HPP.

SMART SCALE High Priority Program Funding Steps

To address the concern about small projects (projects with a cost-estimate of < $10 million) being funded through the High Priority Program (HPP), the Commonwealth Transportation Board is considering adjustments to how HPP funding is allocated. The current funding steps are as follows:

- Step 1 allocates each VDOT construction district's grant program funding on a district-wide basis.
- Step 2 allocates HPP funding on a district-wide basis for projects that would've been funded through each district's grant program if they had been eligible to be submitted through that program.
- Step 3 allocates HPP funding on a statewide basis.

The proposed change would eliminate the current Step 2 and would move straight from Step 1 to Step 3 shown above.

Comments Received:

This would help streamline the process.

SMART SCALE Land Use Coordination Score

Concerns raised about the current use of the land use score is that it accounts for where a project is located, not expected project outcomes. There is also concern that the land use score has disproportionately driven the types of projects that are selected for funding.

To address these concerns, the Commonwealth Transportation Board is considering a change to eliminate land use as a standalone score. Instead, the Commonwealth Transportation Board is considering an adjustment to use the land use scoring factor as a multiplier - the calculated land use benefit would be converted to a multiplier and would be multiplied against the other calculated project benefits to enhance overall project benefits determined by the other scoring factors.

Comments Received:

This seems to make sense, but only if property weighted. It is hard to assess the impacts of this.

SMART SCALE Factor Weighting

To account for the elimination of land use as a standalone score, the weights for the other SMART SCALE scoring factors would need to be adjusted. The Commonwealth Transportation Board is considering the following revisions to the factor weighting:

Current Weighting

Factor	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment
Type A	5%	45%	15%	20%	5%	10%
Type B	20%	15%	20%	15%	20%	10%
Type C	25%	15%	15%	10%	25%	10%
Type D	30%	10%	10%	10%	30%	10%

Up to -5 Points

Staff Recommended Weighting

Factor	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment
Type A	*20% (+15%)*	*50% (+5%)*	15%		5%	10%
Type B	*25% (+5%)*	*25% (+10%)*	20%		20%	10%
Type C	*30% (+5%)*	*20% (+5%)*	15%		25%	10%
Type D	*40% (+10%)*	10% (+0%)	10%		30%	10%

Up to 100% Added

Up to -5 Points

SMART SCALE Overall Impacts

Comments Received:

- Observation that the highway category stays the same while bike/ped and transit projects take a larger impact.
- The proposed changes appear to move in the opposite direction of the community feedback we have received so far [through our LRTP public engagement]. At first read, it also seems like these changes will make many of our local communities' comprehensive initiatives more difficult - particularly those related to land-use planning, affordable and equitable access to transportation, accessibility, among others. Without knowing specifics about the projects being referenced, I think many in our community would prefer 3 times as many transit projects (3 instead of 1) and 4 times as many bike/ped projects (51 instead of 13!) in return for a 1% decrease in highway projects (98 instead of 99).