

data, cost estimates, and other application data that impacts scores to be validated by VDOT and DRPT staff prior to screening and scoring.

- Section 2.3 Application and Validation Process
 - Provided additional detail on requirements for submission of financial plans for projects exceeding \$100 million
 - Added note that projects must meet the relevant federal requirements for inclusion into the Constrained Long Range Plan (CLRP) in order to make use of funding received through SMART SCALE and advance.
 - Provided additional detail on changes to the online application tool, e.g. to allow feedback during application submission (pre-screening and validation)
 - Included a new section describing “Notice of Intent to Apply “ process to encourage earlier submissions and to guarantee technical assistance from VDOT and DRPT
 - Provided additional detail on identifying project readiness issues before submission

Chapter 3: Evaluation Measures

- Section 3.1 – Safety Measures
 - Changed measure name from “Number of Fatal and Severe Injury Crashes” to “Equivalent property damage only” (EPDO) (Table 3.1 Safety Measures)
- Section 3.2 Congestion Mitigation Measures
 - Revised methods for new location facilities
- Section 3.3 Accessibility Measures
 - Provided additional information to clarify “Multimodal Choice”
- Section 3.5 Economic Development Measures
 - Provided clarification on changes to ED.1 –calculation of points and square footage used to scale the points
 - Provided clarification on changes to ED.2 – refine methodology to adjust tonnage for ramps or % traffic removed from the mainline
 - Provided clarification on changes to ED.3 – Reliability – method for locations without INRIX BTI data; scale the reliability measure using VMT

Chapter 4.0: Project Evaluation and Rating

- Section 4.2 Internal/External Review
 - Included additional detail on External Review Group (2015-2016)
 - Included description of description of internal QA/QC processes



- Section 4.3 Factor Weighting
 - Included clarifying text on projects that cross typologies, will use the weighting framework for the majority of the footprint of the project
- Section 4.5 Project Scoring
 - Provided definitions of the following key terms: Benefit, Score, etc. to align Policy Guide with Score Cards and funding scenarios
 - Provided clarification on evaluating and scoring phased transit projects
 - Updated the example project used to illustrate the scoring methodology

Chapter 5: CTB Prioritization and Programming

- Created new section for section 5.1 “Funding Decisions for Draft SYIP”
- Referenced SYIP policy adopted by CTB in October 2015
 - The SYIP will be updated on an annual basis, however certain funding programs may only be updated in odd- or even-numbered fiscal year updates. This change in process will be implemented over a period of time starting with the Fiscal Year 2018-2023 SYIP update;
 - Changes relating to modification of the amounts of funds previously committed and programmed to projects under certain programs;
 - Selection of projects for funding under the High Priority Projects Program and the Construction District Grants Program will demonstrate the Board’s commitment to advance the project through construction. The Board’s commitment will be demonstrated through the commitment of funds, from available resources in the applicable HB2 solicitation cycle, that when combined with other committed funds identified in the project’s application, if any, fully fund the project through construction; and,
 - Selection of projects for funding under the State of Good Repair will be in accordance with the priority ranking system established pursuant to §33.2-369.
- Section 5.2 Adoption of SYIP
 - Included an update on 2016 SYIP dates.
- Section 5.3 Process Issues
 - Included references to CTB policy on SYIP programming decisions (October 2015)
 - Included text to clarify current guidance to indicate rescoring should occur prior to advertisement rather than award (there is only a 60 day window to award after advertisement)

- Revised description under “Changes in Project Scope/Schedule/Cost” to better explain when CTB action is required to approve a budget or scope change
- Added section called “Funding Sources” to describe process if other local funding sources are reduced or if the overall spending on the project is delayed
- Added section on “Re-Submittal of Projects” to provide clarification on situations when projects are allowed or restricted from being resubmitted
- Included a section on “Program Funding Changes” to discuss the approach to funding projects in the event that the program funding levels change

Appendix A: Safety Measures

- Consider all crashes with some level of injury
- Recognize the higher social impacts of fatalities and severe injuries by applying “equivalent property damage” (EPDO) scale used by FHWA

Appendix B: Congestion Mitigation Measures

- Revised methods for new location facilities

Appendix C: Accessibility Measures

- Included text to clarify “Multimodal Choice”
- Identified and clarified “Bicycle Facilities” which can include elements in one or more categories: On-street facilities, Off-street facilities, and Equipment (bicycle parking, signs and traffic signals)

Appendix D: Environmental Quality Measures

- Provided additional clarification to Table 9.2 “Air Quality and Energy Environmental Effect” - Scoring Approach by splitting it up into two-sub tables based on measure scaling (non-SOV users vs. peak period truck volumes) each with a separate maximum number of points
- The final E.2 (Natural and Cultural Resource Impact) score for the project will be based on the portion of acres affected relative to the total project buffer, and then scaled by the weighted points derived from other factor areas.

Appendix E: Economic Development Measures

- Included text changes to identify the calculation of points and square footage used to scale the points (E.D1)
 - Eliminate the extra scaling point for having zoning in place
 - Set rules for applicable buffer distance by project type
 - Tier 1 - 1 mile limit - Turn Lane, ITS, Bike Lane, Sidewalk, Bus Stop, P&R



- Tier 2 – 3 mile limit - Access Management, Signal optimization, Increase Bus service, Improvement to Rail Transit Station
 - Tier 3 – 5 mile limit - New through lane, new/improved interchange, new bridge, new Rail Transit Station, additional Rail Track
- Included text changes to refine methodology to adjust tonnage for ramps or % traffic removed from the mainline (E.D2)
 - Included text changes to Reliability – identified method for locations without INRIX BTI data; scale the reliability measure using VMT (E.D3)

Appendix F: Land Use Coordination Measure

- Provided text to clarify “measure scaling,” points will be multiplied by the future activity density as well as the change in density between today and the future (2015-2025) within the one-mile buffer surrounding the project.