

CA-MPO SMART SCALE Round 7 Projects Under Consideration

**Technical Committee Meeting
April 7, 2026**



SMART SCALE Eligibility

- Any project must meet an identified need in **VTrans** to be eligible for submission
- Two programs support the SMART SCALE prioritization process: the **District Grant Program** and the **High Priority Projects Program**
- Regional bodies are only eligible to (1) submit projects that meet VTrans needs on a *Corridor of Statewide Significance* or on *Regional Networks*, and (2) projects that meet eligibility requirements for the High Priority Projects Program

Eligible Body	District Grant Program (DGP)	High Priority Projects (HPP) Program
Localities	Yes	Yes
Planning District Commissions	No	Yes
Metropolitan Planning Organizations	No	Yes
Transit Agencies	No	Yes

HPP Eligibility and Project Evaluation

- HPP funding is competitive statewide, and SMART SCALE Policy defines the types of projects that are eligible for HPP funding

Feature Category	Feature Name
Highway	Add New Through Lane(s); Roadway on New Alignment; Managed Lane(s) (HOV/HOT/Shoulder); Improve Grade Separated Interchange; Ramp Improvements; Innovative Interchange; New Interchange, Non-Limited Access Facility; New Interchange, Limited Access Facility; New Bridge
Transit	Rolling Stock for New/Expanded High-Capacity or Fixed-Guideway Route; Infrastructure for New/Expanded High-Capacity or Fixed-Guideway Route; Construct or Expand Transfer Center or Maintenance/Administrative Facility
Rail	Rolling Stock for New/Expanded Rail Transit Service; Infrastructure for New/Expanded Rail Transit Service; Construct New Rail Transit Station; Improve Existing Rail Transit Station; Construct or Expand Rail Maintenance/Administrative Facility; Rolling Stock for New/Expanded Passenger Rail Service; Infrastructure for New/Expanded Passenger Rail Service; Construct New Passenger Rail Station; Improve Existing Passenger Rail Station; Rolling Stock for New/Expanded Freight Rail Service; Infrastructure for New/Expanded Freight Rail Service

- Scoring methodology and cost are considered in project evaluation

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

Preliminary Concepts and Cost Estimates

- Project concepts and cost estimates shown today reflect the most up-to-date information, but are subject to change between pre-application and full application
- Cost estimates assume **09/2029** start date for all projects
- Cost estimates include contingency and inflation

I-64/5th Street DDI, SUP Connection, & Sidewalk Connection



Study area includes PSI Intersections and Segments, with 225 total crashes occurring within the full study area over the past five years

Project Includes:

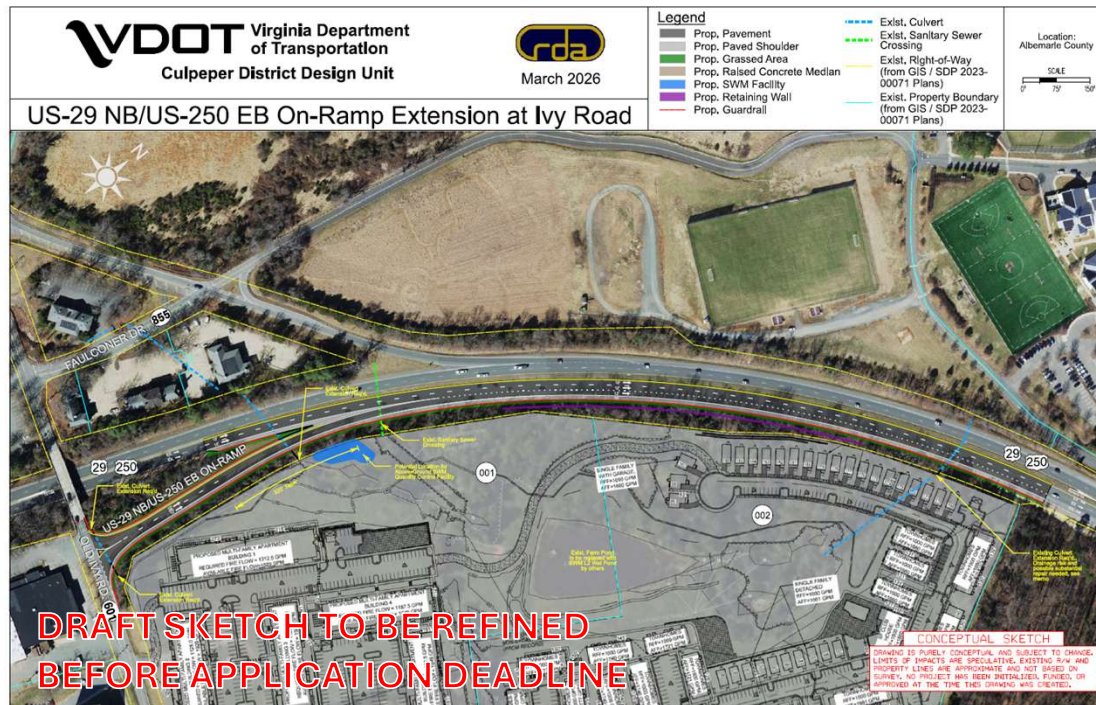
1. Converting existing interchange to a Diverging Diamond Interchange (DDI)
2. Constructing a Shared Use Path along 5th St NB from the previously-funded 5th St Trail and Hub to I-64 WB off-ramp
3. Adding pedestrian crossings:
 - a. Across I-64 WB to 5th St NB off-ramp with active pedestrian control signal.
 - b. From east side of 5th St to west side of 5th St at northern DDI diverge section
 - c. Across I-64 WB to 5th St SB off-ramp with active pedestrian control signal.
 - d. At both I-64 EB to 5th NB/SB off-ramps with active pedestrian control signal.
4. Adding fencing to the bridge
5. Constructing a bus boarding platform and shelter pad at 5th St landing

Preliminary Cost: \$44,705,031

Proposed Project Addresses:

1. Safety: Improving safety by reducing the number of conflict points at the intersection, and providing safer non-auto facilities
2. Bicycle and Pedestrian Access: Constructing sidewalk, multiple pedestrian crossings, and shared use paths to support bicycle and pedestrian activity
3. Transit Access: Improving an existing transit stop

US 29 NB/US 250 EB On-ramp extension at Ivy Road



9% of crashes (22) along the Ivy Rd corridor occurred at the NB and SB ramps

Project Includes:

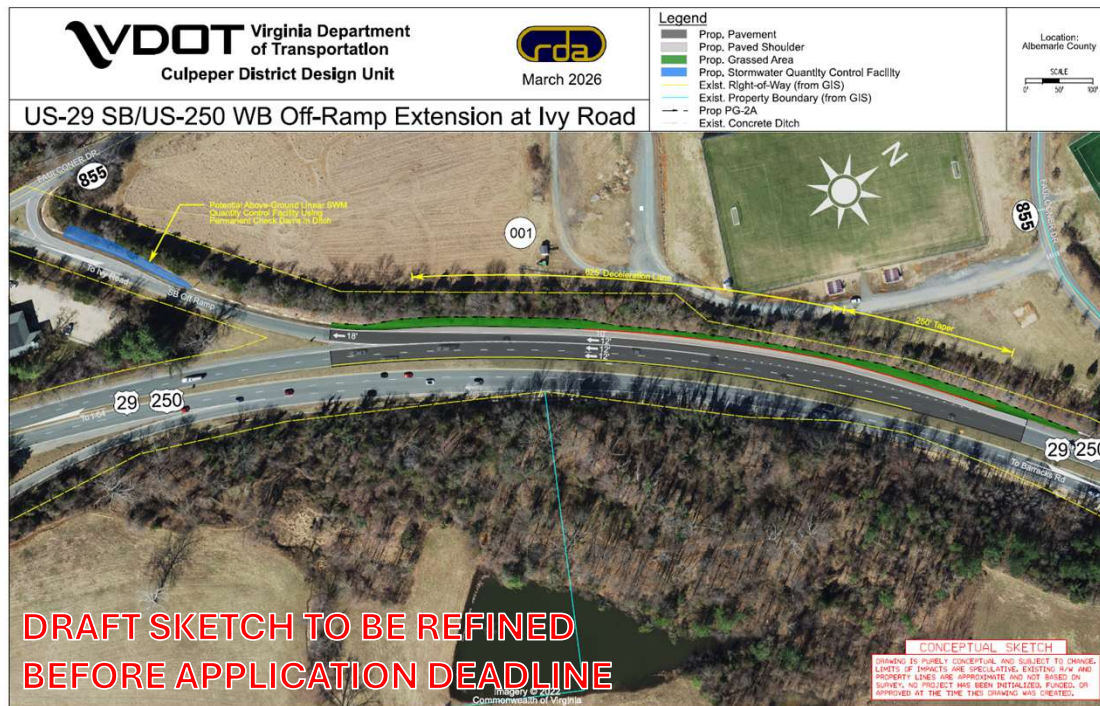
1. Increasing the length of the on-ramp and adding an additional on-ramp lane from Old Ivy Road
2. Connecting the Ivy Road on-ramp with the Leonard Sandridge off-ramp by an auxiliary lane

Preliminary Cost: \$13,865,000

Proposed Project Addresses:

1. Safety: Reducing motorist weaving and merging, and reducing congestion-related crashes
2. Capacity Preservation: Improving the operational capacity of the existing roadway

US 29 SB/US 250 WB Off-ramp extension at Ivy Road



9% of crashes (22) along the Ivy Rd corridor occurred at the NB and SB ramps

Project Includes:

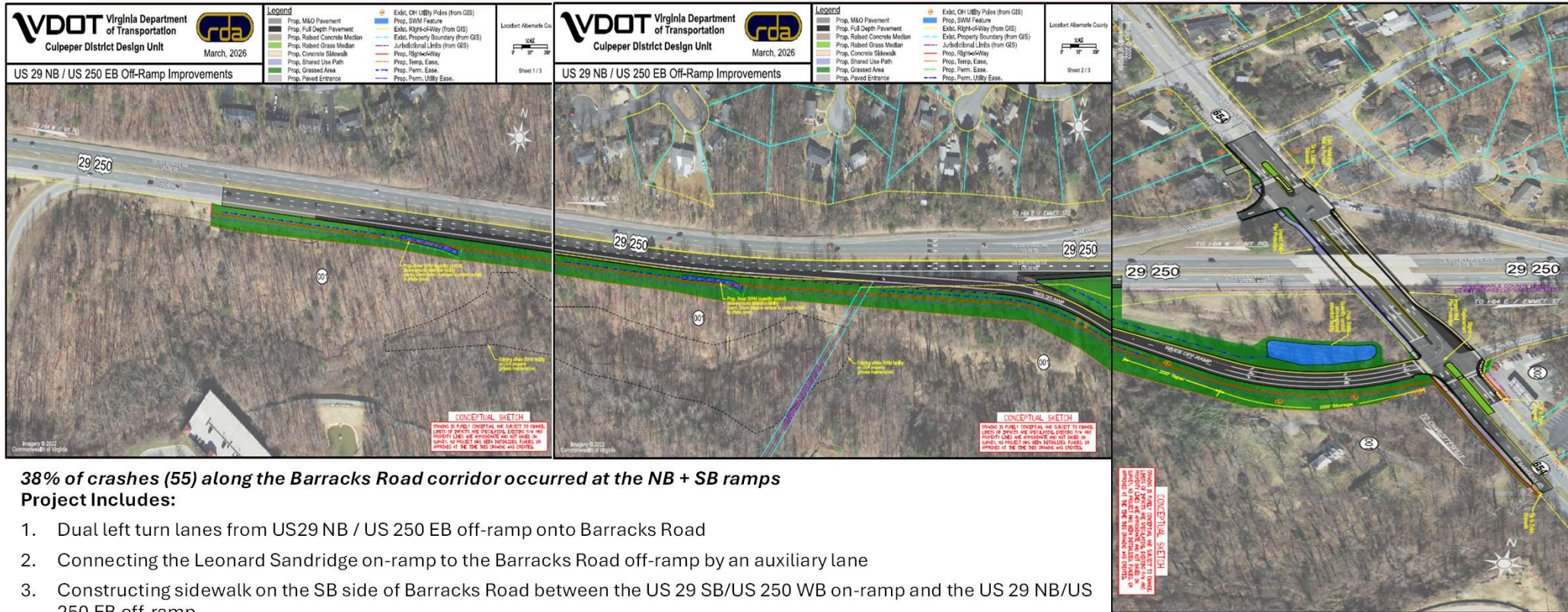
1. Increasing the length of the off-ramp by approximately 600'

Preliminary Cost: \$10,664,361

Proposed Project Addresses:

1. Safety: Providing motorists with additional distance to merge and slow down
2. Capacity Preservation: Improving the operational capacity of the existing roadway by providing additional storage

US29 NB/US250 EB Off-Ramp and Pedestrian Improvements



38% of crashes (55) along the Barracks Road corridor occurred at the NB + SB ramps

Project Includes:

1. Dual left turn lanes from US29 NB / US 250 EB off-ramp onto Barracks Road
2. Connecting the Leonard Sandridge on-ramp to the Barracks Road off-ramp by an auxiliary lane
3. Constructing sidewalk on the SB side of Barracks Road between the US 29 SB/US 250 WB on-ramp and the US 29 NB/US 250 EB off-ramp
4. Adding a crosswalk across Barracks Road at the US 29 SB/US 250 WB on-ramp

Preliminary Cost: \$21,389,947

Proposed Project Addresses:

1. Safety: Reducing weaving and merging for motorists getting on at Leonard Sandridge and off at Barracks Road
2. Bicycle and Pedestrian Access: Constructing a wider, 8-ft sidewalk and crosswalk to support pedestrian and bicycle activity
3. Capacity Preservation: Improving the operational capacity of the existing roadway without large-scale capacity expansion

DRAFT SKETCH TO BE REFINED BEFORE APPLICATION DEADLINE

Aligning Priorities 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 Examples: <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 	Competitive per criteria established by grant program

The Regional Vision: *Moving Toward 2050*

- **Goal 1: Safety** – Improve the safety of the transportation system for all users
 - Reduce the frequency of serious injury and fatal crashes
 - Improve comfort and safety for users of the multimodal system
- **Goal 2: Multi-Modal Accessibility** – Improve access through greater availability of mode choices that are affordable and efficient
 - Increase mode choice for all users
- **Goal 3: Land Use** – Connect community destinations in a manner that aligns with growth management priorities
 - Provide multimodal infrastructure in designated growth areas, mixed-use areas, and near community resources
 - Fill connectivity gaps in the multimodal network

The Regional Vision: *Moving Toward 2050*

- **Goal 4: Environment** – Reduce the negative environmental impacts of the transportation system
 - Minimize impacts of the transportation system on the natural and built environment
 - Integrate sustainable infrastructure practices into project design
- **Goal 5: Efficiency and Economic Development** – Efficiently and reliably move people and goods through the multimodal transportation system
 - Improve roadway and transit system efficiency through operational improvements
 - Increase system capacity at identified bottlenecks
 - Maintain the existing system in a state of good repair

Next Steps

- **April 22:** CA-MPO Policy Board Meeting SMART SCALE update and recommendation for Resolution of Support
- **May:** OIPI/VDOT/DRPT review pre-applications and provide feedback
- **August 1:** Full Application Deadline
- **January 2027:** Staff-Recommended Funding Scenario Presented
- **June 2027:** Projects Selected for Funding by Commonwealth Transportation Board

Questions?

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