



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

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Technical Advisory Committee Meeting Agenda January 18, 2023, at 2:00 P.M.

Central Shenandoah Planning District Commission
112 MacTanly Place, Staunton, VA 24401

OR

Zoom Video Conference

Web Link: <https://us06web.zoom.us/j/83788682283?pwd=eHlldFBSWFg0Z0t0ZUtrRS9vUWovZz09>

Dial In (Audio Only): 1-301-715-8592 • Meeting ID: 837 8868 2283 • Passcode: 125975

1. Call to Order
2. Public Comment
3. Approval of Minutes of the November 16, 2022 SAWMPO TAC Meeting*
4. SAWMPO Asset Condition and System Performance Targets
5. Presentation: Community Health Needs Assessment Results – Krystal Moyers, Administrative Director of Community Outreach and Programs for Augusta Health
6. Agency Updates
 - a. VDOT
 - b. DRPT
 - c. BRITE
 - d. Localities
7. Other Business
8. Upcoming Meetings
 - February 1, 2023 – SAWMPO Policy Board, 10:00 a.m., CSPDC office
 - February 15, 2023 – SAWMPO TAC, 2:00 p.m., CSPDC office
9. Adjournment

*Action Required

Technical Advisory Committee (TAC) Regular Meeting Minutes November 16, 2022, 2:00 p.m.

Central Shenandoah Planning District Commission*
112 MacTanly Place, Staunton, VA 24401

Present (17):

Voting Members				Others	
	City of Staunton		VDOT		Staff (CSPDC)
✓	Rodney Rhodes		Don Komara	✓*	Ann Cundy
✓	Jeff Johnston	✓	Adam Campbell (Alt)	✓	Zach Beard
	Tim Hartless (Alt)	✓	Josh Dunlap (Alt)	✓	Devon Thompson
	Lyle Hartt (Alt)		VA DRPT	✓	Paula Melester
	Augusta County	✓*	Grace Stankus	✓	Kimberly Miller
✓	Doug Wolfe		Wood Hudson	✓	Joshua Smoot
✓	Elizabeth Goodloe	Non-Voting Members			
	Jeff VanFossen (Alt)		VRT		
	City of Waynesboro		Steve Wilson		
✓	Leslie Tate, Chairperson		Phil Thompson (Alt)		
✓	Alisande Tombarge		Federal Highway Admin.		
✓	Scott Kesecker (Alt)		Kevin Jones		
✓*	Chad Rambo (Alt)		Federal Transit Admin.		
			Michele DeAngelis		
			VA Dept. of Aviation		
			Rusty Harrington		

*A virtual attendance option by Zoom was offered to non-voting members and other attendees. Those who attended virtually are indicated by an asterisk; all others attended in-person.

**A voting member who participated by Zoom per the SAWMPO Resolution outlining electronic participation for voting members; whose home is greater than 60 miles from the meeting location. Participation location is recorded in the file minutes.

Call to Order

The meeting of the Technical Advisory Committee (TAC) of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 2:00 p.m. by Ms. Leslie Tate, Chairperson.

Public Comment

Chairperson Tate opened the floor for public comment. There were no public comments.

Mr. Beard introduced a new regional planner with the CSPDC, Mr. Joshua Smoot, who recently graduated from JMU with a Masters degree in Public Administration.

Approval of Minutes

Chairperson Tate presented minutes from the September TAC Meeting.

Ms. Tombarge moved, seconded by Mr. Dunlap, to approve the minutes of September 21, 2022, as presented. Motion carried unanimously (7-0).

SAWMPO Bylaws Amendment Regarding Officer Elections and Terms (TAC Memo #22-07)

Chairperson Tate presented the Bylaws Amendment (moved up on the agenda). Mr. Beard stated that the Board has been discussing the election of officers and the need to amend the Bylaws to better align with locality elections held in November. The Board desires to hold officer elections after the government elections held every other year in November and subsequent committee appointments that follow. The term of office will also be amended to be for two years rather than three years. Based on this amendment, the next election cycle will be prior to June of 2024.

Mr. Beard stated that the Bylaws amendment was reviewed at the last Board meeting and may be voted on after a minimum of 21 days. The Board is expected to approve the amendment at their December meeting.

Election of TAC Officers (TAC Action Form #22-03)

Chairperson Tate presented the election of officers. Mr. Beard stated that Ms. Tate has held the Chair position since December 2021 when she replaced Mr. Todd Wood who moved to the Policy Board. He added that the Vice Chair position has been vacant since Mr. Luke Juday left in the summer.

Mr. Beard stated that the last elections were held in August of 2019, and the current election cycle is every three years, but with the Bylaws Amendment the terms will be for two years going forward. Although both positions are open for nominations, they may not be filled by persons from the same locality.

Chairperson Tate opened the floor for nominations for Chair. Mr. Rhodes nominated Ms. Tate; there were no other nominations. Ms. Tate accepted the nomination.

The nomination of Ms. Tate for Chairperson carried (6-0; Ms. Tate abstained).

Ms. Tate opened the floor for nominations for Vice Chair. Mr. Rhodes nominated Mr. Johnson. Mr. Johnson accepted the nomination.

The nomination of Mr. Johnson for Vice-Chairperson carried (7-0).

Unified Planning Work Program (UPWP) Administrative Modification (TAC Memo #22-08)

Chairperson Tate presented the UPWP Modification. Mr. Beard stated that the UPWP is the document that outlines the MPO's annual tasks and budget. This document requires adjustments after the close of the prior fiscal year for the Federal Transit Administration grant funding (FTA 5303). Because there is a carryover option for unused funds, when the UPWP is developed in the spring, the carryover amount is projected and then adjusted with the actual amount once the fiscal year closes.

Mr. Beard stated that the FY23 UPWP administrative modification adjusted the final carryover amount to \$48,617, which replaces the carryover estimate of \$50,000, which resulted in a small overall transit budget decrease of \$1,384. To account for this difference, funding under the 2.02 Short Range Transportation Planning Transit line-item funding was reduced from \$26,924 to \$25,541.

The TAC does not need to take action. Staff submitted the modified TIP to DRPT on October 31, 2022, and posted the updated document on the MPO website TIP page.

FY21-24 Transportation Improvement Program (TIP) Amendment (TAC Memo #22-09)

Chairperson Tate presented the TIP Amendment. Mr. Beard stated that the MPO's TIP documents projects that are receiving federal funding or deemed regionally significant, and are going to be in some form of development of construction over the next four years. Every MPO's TIP rolls up into the Statewide TIP (STIP). At this time, VDOT is updating all of the TIPs and STIP for FY24-27. Central Office sent out projects in the MPO, and asked the MPO and VDOT to review projects to be included in the new TIP and STIP.

Reviewing the TIP was an opportunity for the MPO to recommend whether any regionally significant projects of a large scale be ungrouped and stand alone to highlight particular projects specifically that are large scale or important (e.g. interstate widening).

Mr. Beard stated that four projects were identified to be ungrouped for the FY24-27 TIP: Staunton Crossing, I-81 Widening between MM221-225, I-81 Truck Climbing Lane at Weyers Cave Northbound, and the I-81 Truck Climbing Lane at Weyers Cave Southbound. The TIP information for each project was included as a link in the mailout memo and the draft document is posted online.

The Board approved releasing the document for a 21-day public comment period at their November meeting. The Board will vote on the amendment at their December meeting.

SAWMPO 2023 Safety Performance Targets (TAC Memo #22-10)

Chairperson Tate presented the 2023 Safety Targets. Mr. Beard stated that in 2016 the Federal Highway Administration (FHWA) established national performance measures for safety performance for the Highway Safety Improvement Program (HSIP) to assess fatalities and serious injuries on public roads. The FHWA requires that state DOTs and MPOs set statewide annual safety percentage targets for reducing the number

and rate of fatalities and serious injuries. The SAWMPO must either concur with VDOT's safety targets, or set MPO-specific targets by February 28, 2023. There is no penalty for not meeting the targets.

In June 2022, the Commonwealth Transportation Board (CTB) approved OIPI's proposed methodology and statewide targets for calendar year 2023. OIPI's methodology establishes targets for the five-year trends of the annual number of fatalities, serious injuries, and non-motorized fatalities and serious injuries. In 2023, OIPI projects 1,012 fatalities, 7,465 serious injuries, and 662 non-motorized fatalities and serious injuries statewide. While the CTB approved OIPI's 2023 statewide targets, the Board found the anticipated safety outcomes unacceptable. As a result, the CTB established "Aspirational Safety Performance Goals" to be consistent with the 2022-2026 Strategic Highway Safety Plan, which has a goal to reduce fatalities and serious injuries by 2% annually. Mr. Beard showed a table comparing the approved safety targets with the aspirational goals.

The CTB directed OIPI, VDOT and DMV to work collaboratively to identify strategies that will reduce fatal and serious injury crashes, evaluate how strategies will help achieve aspirational safety performance goals, and present their findings and recommended new strategies to shift the current upward trend and reduce fatal and injury crashes.

Mr. Beard discussed some of the strategies proposed and stated that Virginia's HSIP will continue to accelerate actual physical improvements and the DMV is moving forward with the four emphasis areas and develop marketing materials in early 2023.

The SAWMPO began setting safety targets in 2018 and until 2020, the MPO's actual numbers were below set targets. However, actual numbers have been increasing in the region since 2021. The MPO has recorded eight fatalities in 2021 which matched the 2021 target. The fatality number for 2022 through the end of August has already exceeded the 2022 target. The group discussed that there have been three additional fatalities after August. Motorized and non-motorized non-fatal crashes continue to be below the targets.

Mr. Beard stated that staff will be reviewing the SAWMPO Safety Plan completed by VDOT and summarize the most relevant safety data for the SAWMPO and compare it with the safety targets. Staff will provide a summary of both the Safety Plan and the statewide and MPO safety targets to the Policy Board at their December meeting. SAWMPO staff will review this data and decide to either concur with VDOT's safety statewide targets or set MPO-specific targets by the deadline.

Agency Updates

VDOT

Mr. Campbell provided an update on the following:

- The SMART SCALE district validation process and cost estimates are underway, with release of scores and recommended funding scenario expected to be provided in January 2023.

Mr. Dunlap gave the following update:

- [Improve81.org](https://www.improve81.org) website contains updates on the I-81 projects.
- I-81 Staunton-area widening from Exit 221 to Exit 225 – three companies have been short-listed and their technical proposals are due in January and pricing in February.

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- Barterbrook Bridge replacement project is expected to start simultaneously with the widening project and the bridge will be closed for about a year.
 - The maintenance schedule is ongoing; wrapping up paving schedules, mowing is ongoing, advertising and hiring snow removal contractors.

DRPT

- DRPT has selected Mr. Zach Trogden as the new Chief of Public Transportation, and he joined DRPT on October 25. Mr. Trogden was previously Executive Director of the Williamsburg Transit Authority. Grant Sparks has resumed his role as Director of Transit Planning now that the new Chief is onboard.
- The Virginia Conservation Network, the Electrification Coalition, and DRPT are hosting a webinar tomorrow, November 17th, from 1:30-2:30. The webinar will feature a panel of three transit professionals who share their experiences of transitioning their fleet to electric vehicles. Mr. Beard and Ms. Stankus have a registration link to that webinar.
- DRPT is working on the 2022 Coordinated Human Services Mobility (CHSM) plan update and is requesting input by survey to develop needs and recommendations on transportation preferences and uses. The survey is available at <https://www.surveymonkey.com/r/CHSM2022-R>.
- The CTB approved Transit Service Delivery Advisory Committee's recommendations for the merit capital grant program, transit strategic plan guidelines and policy changes at their October meeting. The changes will take effect during the FY2024 grant cycle. Please contact Ms. Stankus for more information, if needed.

Transit

Ms. Thompson gave the following update:

- The Transit Development Plan (TDP) draft plan is complete and will be reviewed by the BTAC at their upcoming meeting. Proposed projects to be implemented over the next 10 years include the microtransit pilot project, additional routes, hours and days of service, and route adjustments. Once reviewed by the BTAC, the plan will be presented to the CSPDC Board of Commissioners to be released for public comment prior to Board approval.
- CSPDC staff continues to receive technical assistance from consultant Kimley-Horn to implement a mobile data collection system for BRITE. Following vendor demos, the technical specifications for the RFP were finalized. The draft RFP has been developed and will be reviewed by staff this week. The RFP for the equipment should be released at the end of the month.
- The RFP for engineering and design, construction, and construction management of the Staunton Lewis Street Hub Rehabilitation project was released, and proposals were received at the end of October. The evaluation committee will be meeting in the coming weeks to review the proposals.
- BRITE offered free rides for all passengers on Election Day, Tuesday, November 8th, as they have in years past. BRITE routes serve many polling locations in Staunton, Waynesboro and Augusta County.

Ms. Melester gave the following Afton Express update:

- Ridership continues to grow with regular daily passenger trips in the 60s.
- Expansion of the service by the addition of a 3rd bus is in the process of being tested and is expected to be launched by February 1st. The proposed schedule changes will be released for public review and comment for 30 days in December or January.

Locality Updates

Chairperson Tate asked if any localities had updates to share.

Mr. Rhodes stated that the City has been working with Timmons Group to design bicycle infrastructure along Churchville Avenue. Proposed changes were presented to City Council and at a public meeting and is being adjusted based on feedback. Work will begin soon.

Mr. Wolfe stated that the referendum for the Augusta County Courthouse being moved to Verona passed at the election and consideration may be needed for a BRITE bus route/stop adjustment.

Mr. Johnson stated that the move of the Augusta County Courthouse will bring some adjustments for Staunton due to Staunton's Juvenile and Domestic Relations Court being housed in the same current building. They will need to relocate when the building is demolished.

Mr. Rhodes stated that there is a multi-family development on Middlebrook Avenue that will require BRITE services. There will be approximately 120 units completed within 18 months.

Ms. Tate stated that Waynesboro submitted two HSIP applications for high-visibility backplates, flashing yellow arrows, and pedestrian intersection projects. Greenway Phase III is moving forward with McCormick Taylor.

Mr. Campbell added that it was shared at the Policy Board meeting that the Federal Lands Access Program approved funding for the western trail at the Crozet Tunnel. Ms. Cundy stated that the grant is for PE and right-of-way and has no match requirement.

Other Business

Mr. Beard stated that the next SAWMPO Small Area Study is the PSI intersection study, which will make safety improvement recommendations for six intersections (two per locality). The first meeting is being scheduled for mid-December.

Mr. Beard added that the 2023 SAWMPO meeting schedule has been completed and will be presented to the Policy Board in December for approval, then advertised per the MPO Public Participation Plan in local newspapers and on the MPO website.

Upcoming Meetings

Chairperson Tate stated that the Policy Board is scheduled to meet on December 7th and the TAC on December 21st at the CSPDC.



Meeting Adjourned

Chairperson Tate asked if there was any additional business to come before the TAC. There being none, the meeting was adjourned at 2:37 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Zach Beard". The signature is fluid and cursive, with the first and last names being more prominent.

Zach Beard
Senior Transportation Planner



TO: Staunton-Augusta-Waynesboro MPO TAC
FROM: Zach Beard, Senior Planner
MEETING DATE: January 18, 2023
RE: **TAC Memo #23-01: SAWMPO Asset Condition and System Performance Targets**

EXECUTIVE SUMMARY

In 2016, the Federal Highway Administration (FHWA) established National Performance Measures to assess asset condition and system performance, which includes bridge and pavement conditions and travel time reliability, on the National Highway System (NHS). The State and SAWMPO must report targets to FHWA for a four-year performance period, with progress reports every two years.

The SAWMPO must concur with VDOT's statewide performance targets or set MPO-specific targets by March 20, 2023. By concurring with the statewide targets, the SAWMPO would agree to plan and program projects to contribute toward achieving the State targets. There is no penalty for not meeting the targets.

SAWMPO asset conditions and system performance measures between 2018 and 2021 reflect statewide trends. However, the MPO ranked first in the state with the most number of years for not meeting the system performance target measuring reliability on the non-interstate NHS.

STATEWIDE TARGETS

The State and SAWMPO first established asset condition and system performance targets in 2018 to meet FHWA requirements for target setting over a four-year performance period. In September 2022, the Commonwealth Transportation Board (CTB) approved the State's second set of statewide targets for January 1, 2022 through December 31, 2025 (see **Tables 1 and 2**), along with two-year targets to assess progress. The SAWMPO does not report on air quality measures related to the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and reports on nine measures.

Table 1. Asset Condition (Pavement and Bridges) Statewide Targets

Asset Condition Measures	Scope	2-Year Target (2023)	4-Year Target (2025)
Percentage of Pavement in Good Condition	Interstate	45%	45%
Percentage of Pavement in Poor Condition	Interstate	3%	3%
Percentage of Pavement in Good Condition	NHS (non-Interstate)	25%	25%
Percentage of Pavement in Poor Condition	NHS (non-Interstate)	5%	5%
Percentage of Deck Area of Bridges in Good Condition	NHS	27.2%	25.1%
Percentage of Deck Area of Bridges in Poor Condition	NHS	3.3%	3.6%

Table 2. System Performance (Travel Time, Congestion, and Air Quality) Statewide Targets

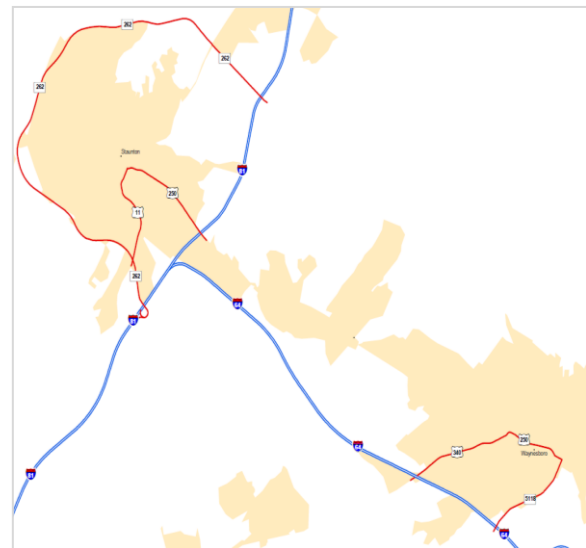
System Performance Measures	Scope	2-Year Target (2023)	4-Year Target (2025)
Percentage of Person-Miles Traveled that are Reliable	Interstate	85%	85%
Percentage of Person-Miles Traveled that are Reliable	NHS (non-Interstate)	88%	88%
Truck Travel Times Reliability Index	Interstate	1.64	1.64
*Annual Hours Peak Hour Excessive Delay Per Capita	NHS	22.5 hours	22.7 hours
*Percentage of Non-SOV Travel	NHS	37.4%	37.7%
*Emission Reductions for Volatile Organic Compounds	CMAQ Projects	0.323 kg day	3.013 kg day
*Total Emission Reductions for Nitrogen Oxides (NOx)	CMAQ Projects	0.612 kg day	4.911 kg day

*The SAWMPO does not report on these targets.

MPO DATA

The SAWMPO NHS includes I-81 and I-64; Route 262 (Woodrow Wilson Parkway), US 250 (Richmond Road), and US 11 in Staunton; and US 340 (Rosser Avenue), US 250 (West Main Street), and Route 624 (Delphine Avenue) in Waynesboro (see **Figure 1**).

Figure 1. NHS network in the SAWMPO region (interstates – blue; non-interstate NHS roads – red)



Asset Conditions (Pavement and Bridge)

The SAWMPO has met each statewide target for pavement conditions since setting targets in 2018. However, during the four-year period, interstate pavement in good condition decreased from 83.1 percent in 2018, to 73.0 percent in 2021 (see **Table 3**). Several interstate pavement segments are classified either poor or very poor between I-64 Exits 96 and 99. An approximately half mile segment on northbound U.S. 262 (Woodrow Wilson Parkway) is the only non-interstate NHS road classified as being in poor or very poor condition.

Table 3. Pavement target and conditions, 2018 - 2021

	2021 Target	2018	2019	2020	2021
Percent Pavement in Good Condition (Interstate)	45.0	83.1	83.4	78.6	73.0
Percentage of Pavement in Poor Condition (Interstate)	3.0	0	0	0	0
Percent Pavement in Good Condition (Non-Interstate NHS)	25.0	43.7	44.1	42.7	NA
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	5.0	0	0.2	0.2	0.2

The SAWMPO region has not met statewide targets for percent of deck area of bridges in good condition since target setting began in 2018 (see **Table 4**). While the percent of bridges in good

condition has remained consistent over the four-year period, the MPO is nearly 10 percent below the statewide target. These numbers reflect statewide trends in bridge conditions, with 11 of the 15 MPOs in the state also not meeting these targets for most years. The SAWMPO, along with nine of 15 other MPOs, met the bridges in poor condition measure.

Table 4. Bridge conditions, 2018 - 2021

	2021 Target	2018	2019	2020	2021
Percent of Deck Area of Bridges in Good Condition (National Bridge Infrastructure on NHS)	30.5	20.5	18.9	20.4	20.3
Percent of Deck Area of Bridges in Poor Condition (National Bridge Infrastructure on NHS)	3.0	0	0	0	0

Target not met

System Performance (Travel Reliability)

The SAWMPO has met all statewide requirements every year for travel reliability-related measures, except for the percentage of person miles traveled that are reliable on the non-interstate NHS (see **Table 5**). Despite reliability percentage increasing over the four-year period, and nearly meeting the target in 2021, the SAWMPO had the most years of not meeting the non-interstate reliability target in the entire state, and was one of only two MPOs to not meet the 2021 target.

Table 5. Travel reliability, 2018 - 2021

	2021 Target	2018	2019	2020	2021
Percentage of Person Miles Traveled that are Reliable (Interstate)	82	100	100	100	100
Percentage of Person Miles Traveled that are Reliable (Non-Interstate NHS)	82.5	75.3	79.3	85.2	81.0
Truck Travel Time Reliability Index (Interstate)	1.56	1.13	1.15	1.10	1.16

Target not met

NEXT STEPS

MPO staff will continue to monitor the bridge condition and travel reliability measures not meeting statewide targets. Staff will summarize the statewide targets at the February Policy Board meeting, and recommend concurring with statewide targets and submitting the concurrence letter to OIPI.

ATTACHMENTS

- [DRAFT OIPI Asset Condition and System Performance Letter](#)
- [CTB Asset Condition and System Performance Targets Resolution, September 2022](#)