



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

112 MacTanly Place
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

Policy Board Meeting Agenda February 1, 2023, at 10:00 a.m.

Zoom Video Conference

Web Link: <https://us06web.zoom.us/j/85387651524?pwd=SzdCY3hrYWppc0c1TE54aXFMenJ0UT09>

Dial In (Audio Only): 1-301-715-8592 • Meeting ID: 853 8765 1524 • Passcode: 424129

1. Call to Order
2. Public Comment
3. Approval of Minutes of the December 7, 2022, Policy Board Meeting*
4. Special Election of Vice Chair (Board Action Form #23-01)
5. SAWMPO Asset Condition and System Performance Targets (Board Memo #23-01)
6. Presentation: Community Health Needs Assessment Results – Krystal Moyers, Administrative Director of Community Outreach and Programs for Augusta Health
7. Agency Updates
 - VDOT
 - DRPT
 - Transit
 - Localities
8. Other Business
9. Upcoming Meetings
 - February 15, 2023 – Technical Advisory Committee Meeting, CSPDC Office, 2:00 p.m.
 - March 1, 2023 – SAWMPO Policy Board Meeting, CSPDC Office, 10:00 a.m.
10. Adjournment

*Action Required



Policy Board
Regular Meeting Minutes
December 7, 2022, 10:00 a.m.

Central Shenandoah Planning District Commission*
112 MacTanly Place, Staunton, Virginia

Present (16):

Voting Members		Non-Voting Members		Others	
	City of Staunton		VA DRPT		Others
✓	Carolyn Dull	✓*	Grace Stankus	✓	Josh Dunlap, VDOT
	Leslie Beauregard		Wood Hudson		Staff (CSPDC)
✓	John Blair (Alt)		VRT	✓	Bonnie Riedesel
	Augusta County	✓*	Steve Wilson	✓	Ann Cundy
✓	Scott Seaton, Vice Chair		Phil Thompson (Alt)	✓	Zach Beard
✓	Tim Fitzgerald		FHWA	✓	Devon Thompson
	Pam Carter (Alt)		Kevin Jones	✓	Kimberly Miller
	City of Waynesboro		FTA		
✓	Bobby Henderson, Chair		Michele DeAngelis		
✓	Todd Wood		VA DOA		
	Michael Hamp (Alt)		Rusty Harrington		
	VDOT		CTB		
	Randy Kiser		Mark Merrill		
✓	Adam Campbell (Alt)				
✓	Don Komara (Alt)				
	Matt Dana (Alt)				

*Non-voting members and members of the public are encouraged to attend by video conferencing using Zoom. Those who attended virtually are indicated by an asterisk.

Call to Order

The December 7, 2022, meeting of the Policy Board of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 10:01 a.m. by Dr. Scott Seaton, Chairperson.



Public Comment

Chair Seaton opened the floor for public comment. There were no public comments.

Recognition of Outgoing Members

Chair Seaton presented recognition for outgoing SAWMPO members. He recognized three outgoing SAWMPO members, Mr. Bobby Henderson, Ms. Carolyn Dull, and Ms. Kimberly Miller, for their service to the MPO and presented them each with a certificate of appreciation. Chair Seaton stated that Mr. Randy Kiser is retiring at the beginning of next year but was unable to attend this meeting and recognized his service to the MPO also.

Approval of Minutes

Chair Seaton presented the minutes from the November 2, 2022, Policy Board meeting.

Mr. Henderson moved, seconded by Mr. Wood, to approve the minutes, as presented. (Motion carried, 6-0; Dr. Seaton abstained.)

Consideration of the 2023 Meeting Schedule (Board Action Form #22-08)

Chair Seaton presented the 2023 meeting schedule. Ms. Riedesel stated that the proposed 2023 meeting schedule for both the Policy Board and the TAC is in the meeting materials. The schedule is advertised annually in December. She stated that the Policy Board meetings are held on the first Wednesday of each month at the CSPDC, with the exception of February 1st meeting, which will be an all-virtual meeting. The TAC meetings will be held on the third Wednesday of each month, with the exception of February 15th, which will be all-virtual. She requested a motion to approve the 2023 calendar.

Mr. Fitzgerald moved, seconded by Mr. Komara, to approve the meeting schedule as presented. (Motion carried unanimously, 7-0.)

Consideration of FY21-24 Transportation Improvement Program (TIP) Amendment (Board Action Form #22-09)

Chair Seaton presented the TIP Amendment. Ms. Cundy stated that last month the Board approved release of the TIP Amendment to public comment; there were no public comments received. She stated that the TIP lists projects that are funded and that all the MPO TIPs roll up to the Statewide TIP (STIP). Projects are grouped within the MPO. It is recommended in this amendment that some projects within the MPO that are regionally significant be ungrouped and easily identifiable and funds trackable. The projects are Staunton Crossing Street Extension, I-81 Widening at MM 221-225, I-81 Truck Climbing Lane at Weyers Cave Northbound and I-81 Truck Climbing Lane at Weyers Cave Southbound.

Mr. Wood moved, seconded by Mr. Fitzgerald, to approve the TIP Amendment as presented. (Motion carried unanimously, 7-0.)



Consideration of the Bylaws Amendment Regarding Election of Officers (Board Action Form #22-10)

Chair Seaton presented the Bylaws Amendment. Ms. Cundy stated that at the last meeting, Policy Board members discussed amending the bylaws and the proposed changes are required to be voted on after consideration for a minimum of 30 days. The changes reflect a desire to hold officer elections prior to June 30th for both Policy Board and TAC, and to reduce terms of office from three years to two years.

Chair Seaton asked if there was a specific reason why the original Bylaws stated a term of office of three years. Ms. Riedesel stated that there was no specific reason and there is no barrier to the Board making this change to better align with localities election cycles.

Mr. Henderson moved, seconded by Mr. Fitzgerald, to approve the Bylaws Amendment as presented. (Motion carried unanimously, 7-0.)

Discussion of the SAWMPO 2023 Safety Performance Targets (Board Memo #22-11)

Chair Seaton 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 late February, 2023. There is no penalty for not meeting the targets.

Mr. Beard stated that 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 statewide numbers of 1,012 fatalities, 7,465 serious injuries, and 662 non-motorized fatalities and serious injuries. 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 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 has been working with the TAC and VDOT to develop a regional SAWMPO Safety Plan completed by VDOT. Staff plans to provide a summary of the Safety Plan, findings, and recommendations, at the next Policy Board meeting which will inform the Board's discussion on how to address these issues and improve the region's safety performance.

SAWMPO staff has in the past concurred with VDOT's safety statewide targets and staff plans to communicate this concurrence to VDOT by the deadline.

Discussion ensued regarding the increased fatalities and some of the possible causes and how to address them, including precursors to potential crashes.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Campbell gave the following update:

- The SMART SCALE results are expected in early 2023 and will be presented to the Board at the meeting following completion.

Mr. Komara reported on the following projects:

- Barterbrook Bridge replacement project is expected to be advertised in spring 2023.
- I-81 Staunton-area widening from Exit 221 to Exit 225 - VDOT has short-listed three firms for design-build; they hope to select one in early 2023. Activity should be visible by the end of 2023.
- Weyers Cave climbing lanes is expected to go to advertisement in 2024.
- [Improve81.org](https://www.improve81.org) website contains updates on the I-81 projects.
- The Staunton Crossing project is not moving as fast as expected; the contractor is hiring workers and doing clearing; completion expected in May 2024.
- Mill Place double turn lane should go out to bid in May 2023.
- Widening on Rt. 262 in the spring of 2023 (from 613 to 252); this should help decrease traffic through the City and keep people on Rt. 262 when there is a detour off the Interstate.
- Waynesboro Connector - working on advertisement.
- Meetings will be held soon on WWRC roundabout and third lane.
- When there is a fatality, VDOT sends someone out to look at the accident scene and look for improvements that can be made.
- Clean up from the accident on the upper bridge at I-64 and I-81 that affected the two levels below is still on-going, but the major clean-up was completed by mid-afternoon the day of the crash. The crash caused a fatality and resulted in turkey debris and truck parts being scattered over three levels of



roadway. A huge clean-up effort was needed, so the Virginia's Towing and Recovery Incentive Program (TRIP) response was activated, which standardizes the incident response process.

- The maintenance schedule is wrapping up tree trimming and brush cutting, finished paving; snow removal contractors are being prepared.

Department of Rail and Public Transportation (DRPT)

Ms. Stankus gave the following update:

- DRPT grant application window is open for rail, transit, and commuter assistance for FY24. Assistance with the grant application can be requested from DRPT or local MPO staff.

Transit

Ms. Thompson gave the following Transit update:

- The draft Transit Development Plan (TDP) is complete and will go to the BTAC for review this month. Once reviewed by the BTAC, the plan will be presented to the CSPDC Board of Commissioners to be released for public comment prior to final Board approval.
- Staff continues to receive technical assistance from Kimley-Horn for implementing a mobile data collection system for BRITE. The RFP is drafted and in review with CSPDC staff.
- The RFP for construction, engineering and design, and construction management for the Lewis Street Hub rehabilitation was released and proposals were received at the end of October. The evaluation committee met and scored the proposals. Negotiations will follow.
- BRITE's holiday hours will be abbreviated on Christmas Eve and New Year's Eve (Saturday), and there will be no service on the day after Christmas and the day after New Year's (Monday).
- Afton Express:
 - A date has been set for the launch of the Afton Express expansion of service - February 1st. The expanded schedule will allow for increased frequency and coverage of 12-hour shifts at UVa.
 - Ridership continues to be strong; average is 50 passenger trips per day in November, which was impacted by the shooting at UVa and the Thanksgiving holiday. However, the highest passenger trip count was 72 in a single day.
 - The Afton Express holiday schedule will be no service on December 23-26 or December 30-January 1st.
- Chair Seaton stated that on election day he went to the BRITE Transit Facility, and everything went very smoothly. Ms. Riedesel added that the facility is being used by Augusta County as a polling place.

Locality Updates

There were none.

Other Business

Chair Seaton asked if there was any other business, specifically if VDOT had identified a replacement for Mr. Kiser. Mr. Komara stated that Mr. Todd Stevens, PE will fill the position. He has been with VDOT for many years and was most recently the construction engineer. He is from the local area.



Mr. Fitzgerald stated that Augusta County filled their planner position with Ms. Alidia Vane, who has been managing the Shenandoah Animal Services Center since July. She will start in the planner role on December 16th and will be on the CSPDC Board of Commissioners and the SAWMPO TAC.

Upcoming Meetings

Chair Seaton announced that the next scheduled TAC meeting will be held on December 21, 2022, at 2:00 p.m., and the next Policy Board meeting is scheduled for January 4, 2023, at 10:00 a.m.

Meeting Adjournment

There being no further business to come before the Policy Board, Chair Seaton adjourned the meeting at 10:40 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ann W. Cundy". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Ann W. Cundy
Director of Transportation



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Phone (540) 885-5174
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TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Bonnie Riedesel, SAWMPO Secretary/Treasurer
MEETING DATE: February 1, 2023
RE: **Board Action Form #23-01: Special Election of Vice Chair**

ACTION REQUIRED

Nomination and election of a Vice Chair to fill the vacant office.

BACKGROUND

SAWMPO Vice Chair Carolyn Dull concluded her term on the Policy Board at the December 7, 2022 meeting. According to Article V, Section 4 of the SAWMPO Bylaws, if an office becomes vacant, an election to fill the office shall be held at the next regular meeting of the SAWMPO, and the new officer elected shall complete the unexpired term of the succeeded officer.

SAWMPO officers serve two-year terms based on the December 2022 Bylaws amendment. The current terms will expire on June 30, 2024.

The Bylaws state that a Staunton, Waynesboro, or Augusta County elected representative shall serve as Vice Chairman; however, in no case shall both offices be filled with representatives from the same locality at the same time.

ATTACHMENTS

[SAWMPO Bylaws](#)



TO: Staunton-Augusta-Waynesboro MPO TAC
FROM: Zach Beard, Senior Planner
MEETING DATE: February 1, 2023
RE: **Policy Board 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.

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 has consistently not met 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

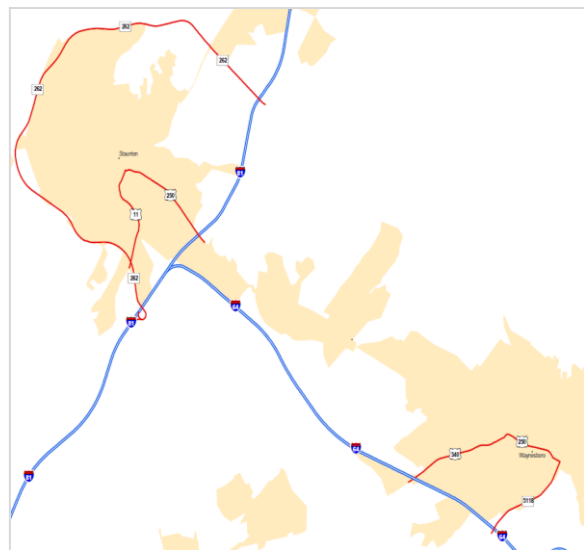
System Performance Measures	Scope	2-Year Target (2023)	4-Year Target (2025)
Percentage of Person-Miles Traveled that are Reliable	Interstate	85%	85%
Percentage of Person-Miles Traveled that are Reliable	NHS (non-Interstate)	88%	88%
Truck Travel Times Reliability Index	Interstate	1.64	1.64
*Annual Hours 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**). An approximately half mile segment on northbound U.S. 262 (Woodrow Wilson Parkway) is the only 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 the 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 recommends 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](#)



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Organization

112 MacTanly Place
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

Policy Board Meeting Agenda April 5, 2023, at 10:00 a.m.

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

OR

Zoom Video Conference

Web Link: <https://us06web.zoom.us/j/85387651524?pwd=SzdCY3hrYWppc0c1TE54aXFMenJ0UT09>

Dial In (Audio Only): 1-301-715-8592 • Meeting ID: 853 8765 1524 • Passcode: 424129

1. Call to Order
2. Public Comment
3. Approval of Minutes of the February 1, 2023, Policy Board Meeting*
4. FY 2024 Unified Planning Work Program (UPWP) Overview (Board Memo #23-02)
5. Transportation Improvement Program (TIP) Updates (Board Memo #23-03)
6. Presentation: SAWMPO Regional Safety Study Summary – Zach Beard, SAWMPO
7. Agency Updates
 - VDOT
 - DRPT
 - BRITE & Afton Express
 - Localities
8. Other Business
9. Upcoming Meetings
 - April 19, 2023 – Technical Advisory Committee Meeting, CSPDC Office, 2:00 p.m.
 - May 3, 2023 – SAWMPO Policy Board Meeting, CSPDC Office, 10:00 a.m.
10. Adjournment

*Action Required



Policy Board
Regular Meeting Minutes
February 1, 2023, 10:00 a.m.

Central Shenandoah Planning District Commission*
112 MacTanly Place, Staunton, Virginia

Voting Members		Non-Voting Members		Others
	City of Staunton		VA DRPT	Others
✓	Brad Arrowood	✓	Grace Stankus	Josh Dunlap, VDOT
	Leslie Beauregard		Wood Hudson	Staff (CSPDC)
✓	John Blair (Alt)		VRT	✓ Bonnie Riedesel
	Augusta County	✓	Steve Wilson	✓ Ann Cundy
✓	Scott Seaton, Vice Chair		Phil Thompson (Alt)	✓ Zach Beard
✓	Tim Fitzgerald		FHWA	✓ Devon Thompson
	Pam Carter (Alt)		Kevin Jones	✓ Paula Melester
	City of Waynesboro		FTA	✓ Rita Whitfield
✓	Jim Wood		Michele DeAngelis	
✓	Todd Wood		VA DOA	
	Michael Hamp (Alt)		Rusty Harrington	
	VDOT		CTB	
✓	Todd Stevens	✓	Mark Merrill	
✓	Adam Campbell (Alt)			
✓	Don Komara (Alt)			
	Matt Dana (Alt)			

Call to Order

The February 1, 2023, meeting of the Policy Board of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 10:00 a.m. by Dr. Scott Seaton, Chairperson. Based on the 2022 amendment to Virginia's FOIA law, the SAWMPO is eligible to hold up to three meetings virtually each year. The SAWMPO February 1, 2023 meeting was conducted via video conferencing using Zoom.



Chairperson Seaton introduced and welcomed the following new representatives: Mr. Brad Arrowood, City of Staunton; Mr. Jim Wood, City of Waynesboro; and Mr. Todd Stevens, VDOT.

Public Comment

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

Approval of Minutes

Chairperson Seaton presented the minutes from the December 7, 2022, Policy Board meeting. Mr. Todd Wood moved, seconded by Mr. John Blair, to approve the minutes, as presented. Motion was carried by unanimous vote, 6-0.

Special Election of Vice Chair (Board Action Form #23-01)

Chairperson Seaton stated that Vice Chairperson Carolyn Dull concluded her term on the Policy Board effective December 30, 2022. He noted that due to the vacancy, a new Vice Chairperson needed to be elected to complete the unexpired term, which will expire on June 30, 2024. Nominations for Vice Chairperson were opened.

Mr. Jim Wood nominated Mr. Brad Arrowood for the office of Vice Chairperson, seconded by Mr. John Blair. Nominations for Vice Chairperson were unanimously closed. Motion was carried by unanimous vote, 6-0. Mr. Arrowood was unanimously elected as Vice Chairperson.

Mark Merrill, Commonwealth Transportation Board (CTB) Member

Ms. Cundy introduced and welcomed Mr. Mark Merrill, Commonwealth Transportation Board (CTB) member, who was present to give an update on the CTB. Mr. Merrill gave an update on CTB members. He stated that Governor Youngkin approved \$90 million in Virginia Business Ready Sites Program (VBRSP) development grants for 21 sites across the Commonwealth. Mr. Merrill noted that administered by the Virginia Economic Development Partnership (VEDP), this discretionary program helps characterize and develop sites to enhance the Commonwealth's infrastructure with more competitive project-ready sites, to attract new business and accelerate expansion in Virginia.

He noted that the Governor is also proposing an additional \$200 million dollars as part of his budget in the Transportation Partnership Opportunity Fund (TPOF), which is awarded at the discretion of the Governor in the form of grants, revolving loans, or other financial assistance to an agency or local government of the



Commonwealth for activities associated with eligible transportation projects. Mr. Merrill reported on statewide activity in transportation, noting that the metrorail Silver Line from Dulles to Ashburn opened in November 2022; announced that the express lanes on I-66 have been completed; and noted that progress continues with the Hampton Roads Bridge Tunnel.

He reported on the Six Year Improvement Plan, noting that it was favorably improving. Mr. Merrill reported on SMART SCALE applications, noting that there were approximately 400 applications submitted across the Commonwealth submitted in August 2022. He stated that 152 applications were funded, for a total funding of \$1.5 billion. Mr. Merrill stated that 40 applications were submitted in the Staunton District, 15 were awarded, with 5 projects in the SAWMPO area. He reported on funding for I-81, noting that Senator Obenshain and Senator Hanger have each submitted language to obtain additional appropriations for I-81. On behalf of the SAWMPO, Chairperson Seaton expressed his appreciation to Mr. Merrill for his attendance on the Zoom meeting and for his presentation.

SAWMPO Asset Condition and System Performance Targets (Board Memo #23-01)

Chairperson Seaton presented the SAWMPO Asset Condition and System Performance Targets. Mr. Beard stated that 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). He noted that the State and SAWMPO must report targets to FHWA for a four-year performance period. The SAWMPO must concur with VDOT's statewide performance targets or set MPO-specific targets by March 20, 2023.

Mr. Beard stated that by concurring with the statewide targets, the SAWMPO would agree to plan and program projects to contribute toward achieving the State targets. He noted that there is no penalty for not meeting the targets. Mr. Beard stated that SAWMPO asset conditions and system performance measures between 2018 and 2021 reflect statewide trends. However, the MPO has consistently not met the system performance target measuring reliability on the non-interstate NHS.

Mr. Beard reviewed the statewide targets, MPO data, asset conditions (pavement and bridge), and system performance (travel reliability). He reviewed the next steps, noting that MPO staff will submit a letter to OIPI concurring with the statewide targets and continue to monitor the bridge condition and travel reliability measures not meeting statewide targets.



Presentation: *Community Health Needs Assessment Results* – Krystal Moyers, Administrative Director of Community Outreach and Programs for Augusta Health

Mr. Beard welcomed and introduced Ms. Krystal Moyers, Administrative Director of Community Outreach and Programs for Augusta Health. Ms. Moyers gave a PowerPoint presentation on Augusta Health Community Health Needs Assessment (CHNA) for Staunton, Waynesboro and Augusta County for 2022. She stated that as part of Augusta Health's commitment to the community, Augusta Health coordinates a regular comprehensive CHNA, along with the collaboration and input of many organizations and agencies across all sectors of the community. This initiative began in 2009 and an assessment is completed every three years to ensure that we retain a current picture of our community's needs.

Ms. Moyers noted that the CHNA is a systematic, data-driven approach to determining health status, behaviors, and the areas of greatest health need in our local community. She stated that it provides information so the health issues of greatest concern can be identified, and appropriate resources allocated. Ms. Moyers noted that the areas of opportunity are determined following the review of national benchmark data, number of residents affected, and the potential impact on community health and wellness. She reviewed the current areas of opportunity, based on the most recent assessment completed in 2022.

Ms. Moyers stated that from these areas of opportunity, Augusta Health identified the following significant health issues that we are currently addressing: (1) Mental health and Substance Abuse, (2) Access to Healthcare Services, and (3) Nutrition and Physical Activity. She noted that these areas were selected based on scope and severity, as well as the ability for us to make a positive impact. Ms. Moyers stated the Needs Assessment can be viewed on Augusta Health's website and if anyone had any questions or comments to please let her know.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Campbell gave a report on the SMART SCALE Round 5 applications in the SAWMPO area. He stated that if any jurisdiction wanted to review the scoring results in further detail, to please let him know. Mr. Campbell reported on Transportation Alternatives and Revenue Sharing programs, noting that the SMART Portal will open later this spring to begin application intake.



Mr. Komara reported on the following projects:

- Paving projects on I-81; suggested to visit the [Improve81.org](https://www.improve81.org) website for updates on I-81.
- Barterbrook Bridge replacement project, which is expected to begin this summer.
- I-81 Staunton-area widening design-build project from Exit 221 to Exit 225, noting that bids have been received.
- Weyers Cave climbing lanes, expected to go to advertisement in 2024.
- The Staunton Crossing, completion date scheduled for May 2024.
- Mill Place double turn lane project, expected to go out to bid this summer 2023.
- Widening on Route 262 scheduled for spring of 2023.
- Reported on the status of tree trimming, paving, and snow removal.

Upon a question regarding the status of the Waynesboro Connector Road project, Mr. Stevens stated that the design for the project has been completed and reported on the funding for the project. He stated that the project is scheduled for advertisement for construction at the end of March 2023.

Department of Rail and Public Transportation (DRPT)

Ms. Stankus gave the following update:

- DRPT has completed the update to the 2022 Tier II Group Transit Asset Management (TAM) Plan, which went into effect on October 1, 2022. She stated that MPOs need to adopt Transit Performance Targets into their TIPs by March 30, 2023. A copy of the revised TIP needs to be provided to DRPT before the March 30, 2023 deadline.
- Announced that today is the deadline for FY24 grant applications, noting that the portal will close tonight at midnight. Ms. Stankus noted that if any jurisdiction needed assistance regarding DRPT's Online Grant Administration (OLGA) website, to contact DRPT staff.
- Announced that three discretionary grant opportunities are currently available to eligible applicants through the state: the Areas of Persistent Poverty (AoPP) Program, which provides more resources to underserved and disadvantaged communities seeking to expand or improve transit systems, noting that applications are due March 10, 2023; FY23 FTA Buses and Bus Facilities; and FY23 FTA Low or No Emission Vehicle Program. Ms. Stankus noted that DRPT is hosting a virtual grant writing workshop on February 15, 2023, at 10:00 a.m. to provide an overview of the FTA discretionary application and evaluation process.



Transit

Ms. Thompson gave the following Transit update:

- Reported on the Transit Development Plan (TDP), noting that it was released for public comment on December 19, 2022, and no comments were received. The TDP will be presented to the CSPDC for adoption at their February 6, 2023, CSPDC meeting.
- Noted that the Virginia Department of Rail and Public Transportation (DRPT) FY2024 grant applications are due February 1st. The CSPDC made application for Urban and Rural Operating and Capital (Capital Cost of Contracting). The operating expenses for FY24 included implementation of Saturday paratransit service and decreased hours of service on the BRCC Shuttles (North and South).
- Noted that the Federal Transit Administration (FTA) will be conducting a Triennial Review in 2023. Ms. Thompson noted that the review assesses management practices and program implementation to ensure that FTA programs are being administered in accordance with FTA requirements and are meeting program objectives. She stated that the Recipient Information Request (RIR) is being completed and is due February 3, 2023, and the virtual site visit will take place at the end of July 2023.
- Reported that Kimley-Horn has drafted the Request for Proposals (RFP) for the mobile data collection system (MDCS), and staff anticipates releasing the RFP by early.
- Reported on the Lewis Street Hub, noting that Kimley-Horn was selected and staff are in the process of negotiating a contract.

Ms. Melester gave the following update:

- Announced that the first Afton Express Annual Report was released earlier this month and covers September 2021 through December 2022).
- Reported that the planned expansion of Afton Express services will go into effect February 13th. Ms. Melester stated that the expanded service will provide additional times in the morning and evening to better serve employees whose work schedules are outside the standard 8 a.m. to 5 p.m. times. The schedule was designed specifically for UVA hospital workers who work 12-hour, sometimes overnight shifts.

Locality Updates

There were none.



Other Business

Chairperson Seaton asked if there was any other business. There was no other business at this time.

Upcoming Meetings

Chairman Seaton announced that the next scheduled TAC meeting will be held on February 15, 2023, at 2:00 p.m., and the next Policy Board meeting is scheduled for March 1, 2023, at 10:00 a.m.

Meeting Adjournment

There being no further business to come before the Policy Board, Chair Seaton adjourned the meeting at 11:15 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ann W. Cundy", written in a cursive style.

Ann W. Cundy
Director of Transportation



TO: Staunton-Augusta-Waynesboro MPO Policy Board

FROM: Ann Cundy, Director of Transportation

MEETING DATE: April 5, 2023

RE: **Board Memo #23-02: FY 2024 Unified Planning Work Program (UPWP) Overview**

BACKGROUND

The UPWP is the annual work program and budget for the MPO. The document details the upcoming fiscal year administrative and planning activities, and the federal, state and local funding that comprises the budget. VDOT and DRPT provide the MPO with annual allocations of planning funds in the spring. The budgets for the current and upcoming fiscal year are below:

Revenues	FY 2023	FY 2024
FHWA PL	\$172,753	\$182,112
FHWA PL Carryover	\$100,552	\$118,197
FTA 5303	\$102,363	\$103,287
FTA 5303 Carryover	\$48,617	\$50,000*
Total	\$424,285	\$452,672

*Estimate

This fiscal year, SAWMPO's work focuses on the Regional Highway Safety Study and Potential for Safety Improvement (PSI) Intersection Study. In FY24, the MPO's programmatic focus could include completing the PSI Study, beginning a new small area study, beginning the 2050 Long Range Transportation Plan (LRTP) update, or other activities requested by local and state partners. The Policy Board can make recommendations to MPO staff on the activities and funding for different tasks in the UPWP during the annual update process.

BIL Impacts

The 2021 Bipartisan Infrastructure Law (BIL) requires MPOs use at least 2.5% of the PL funding for "Complete Streets" multi-modal travel planning that has no match requirement. The MPO's current work activities address the Complete Streets requirement, and the FY24 document will highlight specific Complete Street-related activities.

NEXT STEPS

- April 19 – TAC recommends release of the Draft FY 2024 UPWP to public comment
- May 3 – Policy Board releases the Draft FY 2024 UPWP to public comment
- June 7 – Policy Board approves the FY 2024 UPWP

ATTACHMENT

- [FY23 Unified Planning Work Program](#)



TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Zach Beard, Senior Transportation Planner
MEETING DATE: April 5, 2023
RE: **Board Memo #23-03: SAWMPO Transportation Improvement Program (TIP) Updates**

EXECUTIVE SUMMARY

The Transportation Improvement Program (TIP) is the region's federally-required fiscally-constrained four-year programming document for all transportation and transit projects receiving federal transportation funds, requiring federal action, or deemed "regionally significant."

Staff administratively modified the FY 2021-2024 TIP to include BRITE Transit Asset Management (TAM) Plan performance targets, and is developing the draft FY 2024 – 2027 TIP document, which is scheduled for Policy Board approval in June 2023.

ADMINISTRATIVE MODIFICATION

DRPT released the [Federal Fiscal Year 2022 - 2025 Tier II TAM Plan](#) on October 1, 2022 for rural and small urban transit agencies. The TAM Plan establishes capital asset condition targets to prioritize transit funding from Federal FY 2022 to FY 2025.

Staff reviewed the TAM Plan targets for BRITE and administratively modified the FY 2021 - 2024 SAWMPO TIP to include the updated targets. Tables 12, 13, and 14 on page 19 of the FY 2022 - 2025 TAM document highlight the performance target changes for BRITE Revenue Vehicle Performance, Service Vehicle and Equipment, and Facilities.

The TIP modification is under "Appendix E: Performance Based Planning and Programming for Transit Asset Management" on pages [44 and 45 of the TIP document](#). Staff submitted the modification to DRPT on February 10, 2023.

FY24 – 27 TIP DEVELOPMENT

VDOT, DRPT and SAWMPO staff are developing the FY 2024 - 2027 Statewide Transportation Improvement Program (STIP) and the FY 2024 - 2027 SAWMPO Transportation Improvement Program (TIP). MPO staff is reviewing individual projects, project groupings, and fiscal constraint data, and will present a draft document to the TAC in April 2023. The document is scheduled to be released for public comment in May, and approved in June 2023.

ATTACHMENT

- [FY 2021-2024 TIP Document, Administratively Modified February 8, 2023](#)



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

112 MacTanly Place
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

Policy Board Meeting Agenda May 3, 2023, at 10:00 a.m.

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

Zoom Video Conference

Web Link: <https://us06web.zoom.us/j/85387651524?pwd=SzdCY3hrYWppc0c1TE54aXFMenJ0UT09>

Dial In (Audio Only): 1-301-715-8592 • Meeting ID: 853 8765 1524 • Passcode: 424129

1. Call to Order
2. Public Comment
3. Approval of Minutes of the April 5, 2023, Policy Board Meeting*
4. FY24 Unified Planning Work Program (UPWP) Release for Public Comment (BAF #23-02)*
5. FY21-24 Transportation Improvement Program (TIP) Amendment Release for Public Comment (BAF #23-03)*
6. FY24-27 Transportation Improvement Program (TIP) Amendment Release for Public Comment (BAF #23-04)*
7. Presentation: Port of Virginia Updates – Thomas Cross, Director of State and Local Government Affairs, Virginia Port Authority
8. Agency Updates
 - VDOT
 - DRPT
 - BRITE & Afton Express
 - Localities
9. Other Business
10. Upcoming Meetings
 - May 17, 2023 – Technical Advisory Committee Meeting, CSPDC Office, 2:00 p.m.
 - June 7, 2023 – SAWMPO Policy Board Meeting, CSPDC Office, 10:00 a.m.
11. Adjournment

*Action Required

~~_____~~



Policy Board Regular Meeting Minutes April 5, 2023, 10:00 a.m.

Central Shenandoah Planning District Commission*
112 MacTanly Place, Staunton, Virginia

Voting Members		Non-Voting Members		Others	
	City of Staunton		VA DRPT		Others
✓	Brad Arrowood	✓*	Grace Stankus		Josh Dunlap, VDOT
✓	Amanda Kaufman		Wood Hudson	✓*	Brad Reed, VDOT
	John Blair (Alt)		VRT		Staff (CSPDC)
	Augusta County	✓*	Steve Wilson	✓	Bonnie Riedesel
✓	Scott Seaton, Vice Chair		Phil Thompson (Alt)	✓	Ann Cundy
✓	Tim Fitzgerald		FHWA	✓	Zach Beard
	Pam Carter (Alt)		Kevin Jones	✓	Devon Thompson
	City of Waynesboro		FTA	✓	Paula Melester
✓	Jim Wood		Michele DeAngelis	✓	Ansley Heller
✓	Todd Wood		VA DOA		
	Michael Hamp (Alt)		Rusty Harrington		
	VDOT		CTB		
	Todd Stevens		Mark Merrill		
✓	Adam Campbell (Alt)				
✓	Don Komara (Alt)				
	Matt Dana (Alt)				
	*Zoom Participants				

Call to Order

The April 5, 2023, meeting of the Policy Board of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 10:00 a.m. by Dr. Scott Seaton, Chairperson. Pursuant to §2.2-3708.2 of the Code of Virginia, SAWMPO Policy Board members may participate in meetings of the SAWMPO or its committees through electronic communication means. Those who attended virtually are indicated by an asterisk; all others attended in-person.

Public Comment

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

Approval of Minutes

Chairperson Seaton presented the minutes from the February 1, 2023, Policy Board meeting. Mr. Todd Wood moved, seconded by Mr. Tim Fitzgerald, to approve the minutes as presented. The motion was carried by unanimous vote.

FY24 Unified Planning Work Program (UPWP) Overview (Board Memo #23-02)

Chairperson Seaton introduced the FY24 Unified Planning Work Program (UPWP) agenda item. Ms. Cundy provided an overview of the UPWP, noting that the document is the annual work program and budget for the MPO. She stated that the document details the upcoming fiscal year administrative and planning activities, and the federal, state and local funding that comprises the budget. Ms. Cundy reviewed the allocations of FHWA PL and FTA 5303 funding for the current and upcoming fiscal years. She noted that for FY23, the SAWMPO's work is focused on the Regional Highway Safety Study and Potential for Safety Improvement (PSI) Intersection Study.

In FY24, the MPO's programmatic focus could include a new small area study, beginning the 2050 Long Range Transportation Plan (LRTP) update, or other activities requested by local and state partners. Ms. Cundy reviewed the next steps, noting that final approval of the FY24 UPWP will be presented to the Policy Board at their June 7, 2023, meeting.

Transportation Improvement Program (TIP) Updates (Board Memo #23-03)

Chairperson Seaton presented the Transportation Improvement Program (TIP) updates. Mr. Zach Beard reviewed the TIP Program, explaining that the TIP is the region's federally-required fiscally-constrained four-year programming document for all transportation and transit projects receiving federal transportation funds, requiring federal action, or deemed "regionally significant." Mr. Beard explained that in addition to federal funds the TIP also included state and local funding that contributes to transportation projects. Mr. Beard stated that staff administratively modified the FY24-27 TIP to include BRITE Transit Asset Management (TAM) Plan performance targets, and submitted the modification to DRPT on February 8, 2023, which included updated targets for revenue vehicle performance and service vehicle equipment facilities.

Mr. Beard also explained that staff is developing the draft FY24-27 TIP document, which will be reviewed with the Board in May, and presented for approval in June 2023. In addition to the adoption of the FY24-27 TIP there will be a final amendment to the current FY21-24 reflecting a change in project groupings.



Presentation: SAWMPO Regional Transportation Safety Study Summary-Zach Beard SAWMPO

Mr. Beard presented a PowerPoint summary of the SAWMPO Regional Transportation Safety Study. This study evaluated safety data trends between 2017 and 2021, and focused on crash locations and causes. Mr. Beard noted that the Safety Study was a 100% fully-funded study conducted through VDOT's Highway Safety Improvement Program, and is based on the Commonwealth's five year statewide Strategic Highway Safety Plan. Mr. Beard explained the statewide plan has a goal of reducing fatalities and serious injuries by 50% by 2045 and prioritizes addressing infrastructure and behavioral issues through physical infrastructure improvements, and also policy and educational programs to increase overall awareness and to promote a culture of safety statewide.

Study Background

The SAWMPO Regional Transportation Safety Study began in April 2022 and was concluded in February of 2023. The study was carried out by VDOT and the consultant, VHB, and local partners. It focused on four main sections: regional trends, crash characteristics, locality trends, and outline of potential recommendations. Mr. Beard's summary focused on the main sections of the study, which were how crash data in the SAWMPO compares to other MPOs in the state, the 10 emphasis areas that VDOT uses to categorize fatal and severe injury crashes, and the high injury networks, those segments of roadways where crashes are happening more frequently. Mr. Beard highlighted the crashes per 100 million vehicle miles traveled (VMT) in 2020, and noted that the SAWMPO has the third lowest crash rates in the commonwealth with approximately 145 crashes. When looking at fatal crashes per 100 million VMT specifically, the SAWMPO has the second lowest rate of crashes at 0.51.

Ten Crash Emphasis Areas

After Mr. Beard presented the SAWMPO crash rates per 100 million VMT discussion began on the impact of interstates on these crash rates. Dr. Seaton wondered about the role of interstate presence within the SAWMPO as being a contributing factor to lower crash rates in the MPO. After a short discussion Mr. Beard continued his presentation by elucidating the ten emphasis areas designated as main factors in crashes. Those ten factors, which area: Impaired Driving (Drinking, Drugged, Distracted, and Drowsy), Speeding, Occupant Protection (unbelted occupants), Bicyclists, Motorcyclists, Pedestrians, Young Drivers (drivers under 21), and Aging Drivers (65 and older), roadway departure (head-on, sideswipe opposite direction, fixed object, overturn crashes) and intersections (within 250 feet of VDOT and 150 feet of locality-maintained intersections).



Mr. Beard presented a table of crash percentages highlighting the percent of serious and fatal crashes related to the ten crash characteristics. Mr. Beard noted that in the five-year period being studied there were 491 total fatal and severe injury crashes in the region with 31 being fatal crashes. Of the 491 crashes, 293 occurred at intersections, 164 involved impaired driving, and 154 involved speeding.

Of the crash characteristics, intersections had the highest overlap with other crash characteristics followed by impaired driving. The roadway departure characteristic was more likely to involve impaired driving, speeding, and unbelted vehicle occupants. Most pedestrian crashes and all bike crashes occurred at intersections. Motorcycle crashes were more likely to involve speeding, while pedestrian crashes were more likely to involve impaired driving. Older drivers were more likely to be involved in a crash than younger drivers, however younger drivers are more likely to be involved in speeding, impaired driving, and occupant protection issues.

Crash Timing and Local Trends

Moving on from the characteristics of crashes Mr. Beard explored when these crashes typically occurred. Mr. Beard noted that the highest number of crashes occurred between 3:00p.m. and 5:00p.m, with 80% of crashes happening between 6:00 a.m. and 9:00 p.m.. Diving deeper into the difference between crash characteristics of Staunton and Waynesboro Mr. Beard noted that while crash characteristics between the two localities are similar, Waynesboro has a greater number of fatal, serious, and minor injury crashes than Staunton. Augusta county as a whole followed crash trends seen in Staunton and Waynesboro, with a majority of crashes being involved at intersections.

High Injury Network

Moving on from crash characteristics, Mr. Beard highlighted the high injury networks for fatal and severe crashes in the MPO. The network shows the top ten road segments where a greater number of fatal and severe injury crashes occur. Discussion of the high injury networks ensued. After discussion concluded Mr. Beard presented the high injury network for fatal, severe, and minor injury crashes, noting that the addition of minor injuries brings Augusta County into the high injury network.

Study Summary

Mr. Beard reiterated that the SAWMPO has some of the lowest crash rates in the state compared to other MPOs. High-Injury Networks in the SAWMPO are located along US-11, US-250, and US-340. Most crashes occur at an intersection, or involve impaired driving or speeding. Most pedestrian crashes and 100% of bike crashes occur at intersections. Motorcycle crashes are more likely to involve speeding, while pedestrian crashes are more likely to involve impaired driving, and while older drivers are more likely to be involved in a crash than younger drivers, younger drivers are more likely to be involved in a crash that involves impaired driving, speeding, and occupant protection issues. Despite it having a lower population, the city of Waynesboro

has more fatal, severe, and minor injury crashes than the city of Staunton, and Augusta County has more roadway departure crashes than either Staunton or Waynesboro.

Mr. Beard said that a link to an interactive map highlighting crashes in the SAWMPO can be found on the SAWMPO website.

Safety Targets and Next Steps

In addition to the Safety Study, Mr. Beard highlighted the most recent annual safety trend statistics for fatal and severe injury crashes, and the growing trend of fatal crashes in the MPO and the state. While the MPO's 15-year annual fatal crash average (from 2006 -2020) was 7 fatal crashes per year, the fatal crash average for 2021 and 2022 is more than double the previous 15 year average. In 2021 there were 12 fatal crashes, 3 of which involved pedestrians, in the SAWMPO. In 2022 there were 18 fatal crashes, 4 of which involved pedestrians.

Moving on from the safety data Mr. Beard began to highlight next steps for the MPO. He explained that the MPO will continue using this safety report to develop strategies and actions for specific areas of greater crashes in the MPO. Mr. Beard continued by showing a map highlighting previous safety study areas along the high injury network to show where work is being done. Mr. Beard suggested that as they continue working, the SAWMPO will work with localities and perhaps other MPOs to determine best practices. Mr. Beard wrapped up his presentation and opened the floor for questions, where discussion of the crash table ensued.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Adam Campbell of VDOT Staunton District Planning provided the following update:

- The spring VDOT public meeting is scheduled from May 3, 2023 from 4:00 p.m. to 6:00 p.m. This meeting will be an opportunity for the public to speak with CTB members about the draft Six Year Improvement Program (SYIP). The CTB is accepting comments online until May 24th.

Mr. Don Komara provided the following VDOT Harrisonburg Residency updates:

- The auxiliary lane between exits 221 and 220 is continuing and going to advertisement this summer with construction starting by summer of 2024.
- Kokosing has been selected as the contractor with RDA as the design firm for the I-81 lane widening to six lanes between exit 221 and 225.
- The Weyers Cave climbing lanes have gone through a public hearing and it is expected to go to advertisement in 2024 with the Harrisonburg climbing lane expected to go to advertisement in 2026.

-
- The Staunton Crossing project is underway.
 - Exit 235 Weyers Cave on and off ramp expansion is expected to go to advertisement in the next few months.
 - VDOT continues to work on gaining right of way for a dual turning lane into the industrial park at Millplace.
 - 262 is going to advertisement this spring, showing changes from 613 to 252.
 - The Waynesboro connector is set to go to advertisement this spring.
 - WWRC third lane with roundabout is being planned for advertisement in 2024.

Department of Rail and Public Transportation (DRPT)

Ms. Grace Stankus gave the following DRPT updates:

- FY-24 5303 applications are due May 1, 2023
- FTA has released two “Dear Colleague” letters outlining two waivers for the non-federal match for section 5303 funding: 1) the first waiver waives the non-federal match for complete streets planning activities; and 2) the second waiver offers no less than 90% of federal share for planning activities that support transit access in areas with lower population density or low average income relative to surrounding areas. All planning activities seeking the lower non-federal match must be included in the MPO’s UPWP.
- The FHWA Charging and Fueling Infrastructure (CFI) discretionary grant program is providing funding for publicly accessible EV charging and alternative fueling infrastructure. The program provides funding in two categories: community charging and fueling grants, and the alternative fuel corridor grant program. Applications are due May 30, 2023.

Transit

Ms. Devon Thompson gave the following BRITE Transit update:

- BRITE Transit will be participating in Discover Transit Month and pushing out DRPT materials for the event on the transit social media.
- The Transit Development Plan (TDP) is complete. The document was released for public comment in December 2022, and received no public comments. The CSPDC Board of Commissioners adopted the TDP at their February 9, 2023 Commission meeting and the final plan has been submitted to DRPT.



-
- FTA is conducting a triannual review with BRITE to assess management practices and program implementations. The recipient information request was submitted in February 2023.
 - The request for proposals for the mobile data collection system was released in February 2023. One proposal was received so BRITE is confirming how to move forward with a single bid procurement.
 - Kimley-Horn was selected for design and engineering for the Lewis Street Hub.
 - The BTAC has approved reduced evening hours of the Blue Ridge Community College shuttles. Decreased hours will be implemented in early June 2023, and public engagement has begun.

Ms. Melester gave the following Afton Express update:

- The expanded Afton Express schedule went into effect February 13, 2023 and has seen an increase in ridership across all trips.
- Average ridership increased by 6% in February 2023, which was before and after expansion, and average ridership increased by another 8% in March 2023.
- There have been a few regular riders on the new 5th evening trip; staff is working with UVA to get information out to the employees who would benefit most from this trip.
- Afton Express will be featured in a Virginia Public Radio segment about CARES funds being utilized across the Commonwealth. A RADIO IQ reporter is visiting on April 20, 2023 to ride the Afton Express route, and learn more about the service from riders.
- Beginning in FY 24 funding for Afton Express will transition from a demonstration grant into the regular BRITE transit funding, 5311.

Locality Updates

There were no updates from Staunton, August County, or Waynesboro regarding activities within the MPO.

Other Business

Chairperson Seaton asked if there was any other business. Ms. Ann Cundy let the Policy Board know that a tentative date, September 27th, had been selected for a joint MPO meeting with the SAWMPO and the Charlottesville-Albemarle MPOs for new members.



Upcoming Meetings

Chairman Seaton announced that the next scheduled TAC meeting will be held on April 19, 2023, at 2:00 p.m., and the next Policy Board meeting is scheduled for May 3, 2023, at 10:00 a.m.

Meeting Adjournment

There being no further business to come before the Policy Board, Chair Seaton adjourned the meeting at 11:15 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ann W. Cundy", written in a cursive style.

Ann W. Cundy
Director of Transportation



TO: Staunton-Augusta-Waynesboro MPO Policy Board

FROM: Ann Cundy, Director of Transportation

MEETING DATE: May 3, 2023

RE: **Board Action Form #23-02: Consideration of the Draft FY24 Unified Planning Work Program (UPWP) Release for Public Comment**

RECOMMENDATION

Recommend that the Policy Board release the Draft FY24 UPWP for public comment.

BACKGROUND

The UPWP is the annual MPO work program and budget based on annual VDOT and DRPT planning fund allocations. The TAC reviewed the draft and recommended that the Policy Board release the document for public comment at the April 19, 2023 TAC meeting. The budgets for the current and upcoming fiscal years are below:

Revenues	FY 2023	FY 2024
FHWA PL	\$172,753	\$182,112
FHWA PL Carryover	\$100,552	\$118,197
FTA 5303	\$102,363	\$103,287
FTA 5303 Carryover	\$48,617	\$50,000*
Total	\$424,285	\$452,672

*Estimate

The draft FY24 UPWP focuses on completing the FY23 PSI Intersections Study, beginning a new small area study, and beginning the 2050 Long Range Transportation Plan (LRTP) update. The document includes three important changes from FY23 activities:

1. More funding for staff hours and consultant support is allocated for long-range planning to account for the 2050 LRTP update;
2. The Public Outreach work element is now included under the Administrative Activities work element 1.0; and
3. The UPWP commits a minimum of 2.5% of the annual budget (\$11,316) to Complete Streets planning activities as required under the Bipartisan Infrastructure Law (BIL).

NEXT STEPS

- May 3 – Policy Board releases the Draft FY 2024 UPWP to public comment
- June 7 – Policy Board approves the FY 2024 UPWP

ATTACHMENTS

[Draft FY24 UPWP](#)



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

112 MacTanly Place,
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Zach Beard, Senior Planner
MEETING DATE: May 3, 2023
RE: **Board Action Form #23-03: FY21-24 Transportation Improvement Program (TIP) Release for Public Comment**

RECOMMENDATION

Recommend that the Policy Board release an amendment for the FY 21-24 TIP for public comment.

EXECUTIVE SUMMARY

SAWMPO staff developed an amendment to the Highway Maintenance section of the FY21 – 24 TIP. The amendment includes the following maintenance grouping block adjustments from the FY22 – FY26 Statewide Transportation Improvement Program (STIP):

1. Traffic and Safety Operations Grouping – Reflects changes in funding from FY21 through FY24;
2. Preventive Maintenance for Bridges – Reflects changes in funding from FY21 through FY24; and,
3. Preventive Maintenance and System Preservation – Reflects changes in funding from FY21 through FY24.

The changes are included in Appendix A: TIP Amendments and Administrative Modifications – Highway under “May 2023 Amendment” on page 26 of the document.

NEXT STEPS

The Policy Board will consider releasing the FY21-24 TIP Amendment for a 21-day public comment period at the May 3, 2023 Board meeting, and consider approving the amendment at the June 7, 2023 Board meeting.

ATTACHMENTS

[FY 21-24 TIP Amendment](#)



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

112 MacTanly Place,
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Zach Beard, Senior Planner
MEETING DATE: May 3, 2023
RE: **Board Action Form #23-04: FY 2024 – 2027 Transportation Improvement Program (TIP) Release for Public Comment**

RECOMMENDATION

Recommend that the Policy Board release the Draft FY 2024-2027 Transportation Improvement Program (TIP) for the 21-day public comment period.

EXECUTIVE SUMMARY

The Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) requested the SAWMPO review and approve the FY 2024 – 2027 TIP. The TIP is the region's fiscally-constrained four-year programming document for all transportation and transit projects receiving federal transportation funds, requiring federal action, or deemed "regionally significant."

Under CFR Titles 23 and 49, all transportation projects and programs receiving federal funds in the MPO region shall be listed in the TIP and in the Statewide TIP. Funding identified in the SAWMPO TIP is intended to be obligated for the federal fiscal years 2024 – 2027. To be included in the TIP, a project or program must be in the SAWMPO's Constrained Long Range Plan (CLRP). The FY 2024 – 2027 TIP contains two main updates:

- The Highway TIP, provided by VDOT and reviewed by MPO staff; and
- The Transit TIP developed by MPO staff in partnership with BRITE and human mobility service providers (FTA Section 5310 applicants).

The appendices document compliance with MAP-21 Performance-Based Planning and Programming (PBPP) requirements, and how the TIP helps an MPO meet the Safety, Transit Asset Management, Pavement and Bridges, and Highway System Performance targets.

NEXT STEPS

The Policy Board will consider releasing the draft FY 2024- 2027 TIP to public comment at the May 3, 2023 Board meeting, and consider approving the document at the June 7, 2023 Board meeting.

ATTACHMENT

[Draft SAWMPO FY 2024 - 2027 TIP](#)



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

112 MacTanly Place
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

Policy Board Meeting Agenda June 7, 2023, at 10:00 a.m.

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

OR

Zoom Video Conference

Web Link: [https://us06web.zoom.us/j/85387651524?](https://us06web.zoom.us/j/85387651524?pwd=SzdCY3hrYWppc0c1TE54aXFMenJ0UT09)

[pwd=SzdCY3hrYWppc0c1TE54aXFMenJ0UT09](https://us06web.zoom.us/j/85387651524?pwd=SzdCY3hrYWppc0c1TE54aXFMenJ0UT09) Dial In (Audio Only): 1-301-715-8592 • Meeting ID:

853 8765 1524 • Passcode: 424129

1. Call to Order
2. Public Comment
3. Approval of Minutes of the May 3, 2023, Policy Board Meeting*
4. Approval of FY24 Unified Planning Work Program (UPWP) (BAF #23-05)*
5. Approval of FY21-24 Transportation Improvement Program (TIP) Amendment (BAF #23-06)*
6. Approval of FY24-27 Transportation Improvement Program (TIP) Amendment (BAF #23-07)*
7. Presentation: SAWMPO Potential for Safety Improvement (PSI) Study Summary and Recommendations – Dana Trone, Senior Vice President, WRA
8. Agency Updates
 - VDOT
 - DRPT
 - BRITE & Afton Express
 - Localities
9. Other Business
10. Upcoming Meetings
 - June 21, 2023 – Technical Advisory Committee Meeting, CSPDC Office, 2:00 p.m.
 - July 5, 2023 – SAWMPO Policy Board Meeting, CSPDC Office, 10:00 a.m.
11. Adjournment

*Action Required

Policy Board Regular Meeting Minutes May 3, 2023, 10:00 a.m.

Central Shenandoah Planning District Commission*
112 MacTanly Place, Staunton, Virginia

Voting Members		Non-Voting Members		Others	
	City of Staunton		VA DRPT		Others
✓	Brad Arrowood	✓*	Grace Stankus		Josh Dunlap, VDOT
✓	Amanda Kaufman		Wood Hudson		Brad Reed, VDOT
	John Blair (Alt)		VRT		Staff (CSPDC)
	Augusta County	✓*	Steve Wilson	✓	Bonnie Riedesel
	Scott Seaton, Vice Chair		Phil Thompson (Alt)	✓	Ann Cundy
✓	Tim Fitzgerald		FHWA	✓	Zach Beard
	Pam Carter (Alt)		Kevin Jones	✓	Devon Thompson
	City of Waynesboro		FTA		Paula Melester
✓	Jim Wood		Michele DeAngelis	✓	Ansley Heller
✓	Todd Wood		VA DOA		
	Michael Hamp (Alt)		Rusty Harrington		
	VDOT		CTB		
✓	Todd Stevens		Mark Merrill		
✓	Adam Campbell (Alt)				
✓	Don Komara (Alt)				
	Matt Dana (Alt)				
	*Zoom Participants				

Call to Order

The May 3, 2023, meeting of the Policy Board of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 10:00 a.m. by Brad Arrowood, Chairperson. Pursuant to §2.2-3708.2 of the Code of Virginia, SAWMPO Policy Board members may participate in meetings of the SAWMPO or its committees through electronic communication means. Those who attended virtually are indicated by an asterisk; all others attended in-person.



Public Comment

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

Approval of Minutes

Chairperson Arrowood presented the minutes from the April 5, 2023, Policy Board meeting. Mr. Tim Fitzgerald moved, seconded by Mr. Todd Wood, to approve the minutes as presented. The motion was carried by unanimous vote.

FY24 Unified Planning Work Program (UPWP) Release for Public Comment (Board Action Form #23-02)

Chairperson Arrowood introduced the FY24 Unified Planning Work Program (UPWP) agenda item. Ms. Ann Cundy provided an overview of the UPWP, reminding the Board that it is the annual budget for the MPO. Ms. Cundy explained that each year SAWMPO receives grant funding from Federal Highways along with a match from VDOT as well as a grant from Transit Administration with a match from DRPT. The budget is made up of these grants and agency matches as well as carryover from FY 22. Ms. Cundy explained that the FY 24 UPWP would fund a small area study and fund the beginning activities for the SAWMPO 2050 LRTP Update.

Ms. Cundy explained the UPWP is broken down into several work categories; Administrative Activities, Long Range and Multimodal Planning, Shortrange Planning, Local, State, & Federal Assistance, Transit Planning, and Bike & Ped Planning. Ms. Cundy informed the Board that there is additional language in the FY24 UPWP to document that the SAWMPO is meeting requirements of the Bipartisan Infrastructure Law to dedicate a minimum of 2.5% of the total annual budget to Complete Streets planning activities. Ms. Cundy stated that the MPO already plans with Complete Streets activities in mind, and that no major changes will take place because of this change. Ms. Cundy went on to inform the Board that the Technical Advisory Committee (TAC) reviewed the UPWP at their April 19th meeting and recommended that the UPWP be sent to the Policy Board for approval of release to public comment.

Ms. Cundy concluded by asking that the Policy Board approve the FY 24 UPWP be released for 21 days of public comment. The motion to release the UPWP for public comment was made by Mr. Tim Fitzgerald and seconded by Mr. Todd Wood. The motion was carried by unanimous vote.

FY 21-24 Transportation Improvement Program (TIP) Amendment Release for Public Comment (Board Action Form #23-03)

Chairperson Arrowood presented the FY 21-24 TIP Amendment agenda item. Mr. Zach Beard reminded the Board that the TIP is federally required and that it documents transportation projects that receive federal funding, require federal action, or are projects deemed regionally significant. The TIP highlights the schedule

of federal transportation funds coming in the MPO and documents highway projects receiving funding from the Federal Highway Administration and transit projects receiving funds from the Federal Transit Authority. Mr. Beard explained to the Board that the TIP is a dynamic document that can be modified or amended throughout the year.

Mr. Beard informed the board that VDOT sent the MPO three updated project maintenance groupings in April. These updated project maintenance groupings highlight the Staunton district's projected funding obligations based on state revenue projections and state of good repair funding. Mr. Beard explained that the money in these groupings fund maintenance activities between FY 21-24, with funding allocated every year. and invited

Mr. Adam Campbell of VDOT to give more detail. Mr. Campbell reiterated that the funds in these groupings are updated every year based on forecasts and are thought of as a reserve of obligations that can be drawn down from for maintenance projects. Mr. Campbell also noted that these maintenance groupings are for the entire Staunton planning district, including the Harrisonburg-Rockingham MPO and the Winchester-Frederick County MPO. Mr. Beard informed the Board that the TAC reviewed the FY 21-24 TIP Amendment at their April 19th meeting and recommended that the Board release the item for 21 days of public comment.

Mr. Beard requested that the Policy Board release the FY 21-24 TIP Amendment for 21 days of public comment. A motion to release the item for public comment was made by Todd Wood and seconded by Tim Fitzgerald. The motion was carried by unanimous vote.

FY 24-27 Transportation Improvement Program (TIP) Amendment Release for Public Comment (Board Action Form #23-04)

Chairperson Arrowood presented the FY 24-27 TIP Amendment agenda item. Mr. Beard explained that the SAWMPO is managing the current FY 21-24 TIP as well as creating the FY 24-27 TIP at the same time. Mr. Beard reiterated that the TIP is a short-range planning document that is created every four years, that highlights federally funded highway and transit projects. Mr. Beard explained that every MPO has its own TIP for projects happening within their boundaries, and that the state has a statewide TIP (STIP). The STIP combines all of the MPO TIPS into a single document. On October 1st 2023 VDOT will submit the STIP to the Federal Highways Administration for approval.

Mr. Beard explained that the MPO has worked with DRPT and VDOT to develop the FY 24-27 TIP, reviewing the projects, project groupings, and funding for Highway and Transit projects. Mr. Beard explained that the TAC reviewed the FY 24-27 TIP at their April 19th meeting and recommended that the Board release the item for public comment.



Mr. Beard requested that the Policy Board release the FY 24-27 TIP Amendment for 21 days of public comment. A motion to release the item for public comment was made by Todd Wood and seconded by Tim Fitzgerald. The motion was carried by unanimous vote.

Presentation: The Port of Virginia Port Overview Mr. Thomas Cross

The SAWMPO Policy Board meeting continued with Mr. Thomas Cross, the director of state and local government affairs for Virginia Port Authority, giving an overview of the Port of Virginia. Mr. Cross began his presentation with an overview of the Port of Virginia, explaining that it is made up of six terminals across the Commonwealth: Norfolk International Terminals, Virginia International Gateway, Richmond Marine Terminal, Virginia Inland Port, Portsmouth Marine Terminal, and Newport News Marine Terminal. Mr. Cross specified that the offshore of Portsmouth Marine Terminal is the future home for offshore wind and is currently under construction at about 27% complete. Mr. Cross explained that the two main container terminals are the Virginia International Gateway and the Norfolk International Terminals. The Norfolk International Terminals is the largest terminal. Mr. Cross noted that automation and technology has been the driver of success for the Virginia Inland Port, allowing quicker, more efficient, and safer conditions for those working at the Port.

The Port of Virginia is successful due to technological investments, geographic location, and rail connectivity. Having connectivity with Norfolk Southern and CSX railroads allows goods to be shipped from the Port of Virginia to the western U.S. Beyond location and technical resources the Virginia Ports are able to be successful and flexible during moments of high demand due to “The Virginia Model.” As explained by Mr. Cross, the benefit of The Virginia Model is that there is a single port authority and a single operating entity that can assign contracts. This consolidated power structure allows the Port to be more flexible and to unload cargo at many different locations if necessary.

Plans to continue the growth and success of the Port of Virginia include a 55’ channel deepening and widening of the Norfolk Harbor. This widening and deepening will make the Port the only port on the East Coast that can have two way traffic. Over the next few years there will also be around \$90 million in investments in the central rail yard that will raise capacity from 350,000 annual container lifts to 610,000.

In addition to technological and practical advantages the Port is also making efforts to decrease their carbon footprint. By 2024 the Port will see a 65% absolute reduction in green house gas emissions since 2017 as well as having 100% of port operations be powered by clean energy. The overall goal is to have net zero carbon emissions by 2040.

Mr. Cross concluded by reiterating that improvements in the ports themselves and improvements in operations are intended to increase functionality and profitability of The Port of Virginia and will help increase

the profitability of the Commonwealth at large. Mr. Cross opened the floor for questions and discussion ensued.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Adam Campbell of VDOT Staunton District Planning provided the following update:

- The spring VDOT public meeting is scheduled from May 3rd from 4:00 p.m. to 6:00 p.m. This meeting will be an opportunity for the public to speak with CTB members about the draft Six Year Improvement Program (SYIP). The CTB is accepting comments online until May 24th.
- Revenue sharing application window will begin soon and VDOT will share their schedule once it is made available.
- Transportation alternatives application windows will begin on May 15th

Mr. Don Komara provided the following VDOT Harrisonburg Residency updates:

- Staunton Crossing is about 27% complete with an expected May 2024 completion date.
- Dual lefts going into Millplace is going to advertisement.
- 262, widening from 613 to 252, went to add in May and will open up in June.
- The Waynesboro connector went out for bids in April and will be opened in May.
- Public hearing is planned to be held sometime this summer for the slip lane and roundabout on 250 towards the Woodrow Wilson school with a 2024 advertisement date.
- I-64 East bound over the mountain will be overlaid. This will be completed this summer by SL Williamson.
- Advanced warning about fog conditions on the mountain will be put in the pavement to record speed and alert drivers to the fog.
- VDOT is beginning mowing operations for the Spring and Summer.
- Mr. Komara encouraged the Policy Board to attend the VDOT public meeting.

Mr. Todd Stevens provided an update from VDOT about the I-81 project.

- The project has a contract and is in a design build. The hope is that the shoulder widening part of the project will begin this fall, and spring 2024 lane restrictions and barriers will begin.



Department of Rail and Public Transportation (DRPT)

Ms. Grace Stankus gave the following DRPT updates:

- FY-24 draft STIP went live in April and is available on the DRPT open data portal for review.
- Discover transit marketing campaign is back and more information is available on the connectingva.org site.

Transit

Ms. Devon Thompson gave the following BRITE Transit and Afton Express updates:

- The FY24 Draft Six-Year Improvement Program has been released and is available for public comment. The CSPDC applications recommended for funding include Urban and Rural Operating and Capital, and Commuter Assistance Operating funds and Technical Assistance for a Strategic Plan.
- The BTAC approved reducing evening hours on the Blue Ridge Community College Shuttles. The decreased hours will be implemented on June 5. Pop-up events were hosted at BRCC, JMU, and Staunton Lewis Street Hub last month to notify riders of the changes and gather their comments and feedback.
- The BRITE Transit Facility hosted the statewide Community Transportation Association of Virginia (CTAV) Paratransit Roadeo on April 29. Drivers from around the state competed to highlight their driving skills related to passenger and operations safety. The winner receives paid way to the national competition.
- CSPDC staff is updating the BRITE Title VI Plan. Plans are required to be updated and submitted to FTA every three years.
- The design and engineering phase of the Lewis Street Hub rehabilitation project continues to move forward. CSPDC staff received the 30% plans from Kimley-Horn and are working through comments and an informal city review. The next step will be a value engineering workshop with DRPT.
- Afton Express ridership for the month of April is strong – the route is averaging 68 passenger trips per day, which is up from 62 in March. CSPDC staff continues to work with UVA to market the expanded times to UVA hospital employees (last evening run is steady with about 2-3 passengers per day, with one day seeing 7 passengers).



Locality Updates

There were no updates from the City of Staunton or the City of Waynesboro. Tim Fitzgerald of August County informed the Policy Board that the Verona sidewalk project has gone to bid for the fourth time.

Other Business

Chairperson Arrowood asked if there was any other business. Ms. Ann Cundy informed the Policy Board that the joint MPO meeting with the SAWMPO and the Charlottesville-Albemarle MPO will resume on September 27th.

Upcoming Meetings

Chairman Arrowood announced that the next scheduled TAC meeting will be held on May 17, 2023, at 2:00 p.m., and the next Policy Board meeting is scheduled for June 7, 2023, at 10:00 a.m.

Meeting Adjournment

There being no further business to come before the Policy Board, Chair Arrowood asked for a motion to adjourn the meeting. The motion was made by Tim Fitzgerald and seconded by Todd Wood and the meeting was adjourned at 11:04 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Ann W. Cundy', written in a cursive style.

Ann W. Cundy
Director of Transportation



TO: Staunton-Augusta-Waynesboro MPO Policy Board

FROM: Ann Cundy, Director of Transportation

MEETING DATE: June 7, 2023

RE: **Board Action Form #23-05: Approval of the FY24 Unified Planning Work Program (UPWP)**

RECOMMENDATION

Recommend that the Policy Board approve the FY24 UPWP.

BACKGROUND

The UPWP is the annual MPO work program and budget based on annual VDOT and DRPT planning fund allocations. The Policy Board released the draft FY24 UPWP for the 21-day public comment period at the May 3, 2023 meeting, following review by the TAC and the Board. Staff has not received any public or agency comments during the comment period.

The budgets for the current and upcoming fiscal years are below:

Revenues	FY 2023	FY 2024
FHWA PL	\$172,753	\$182,112
FHWA PL Carryover	\$100,552	\$118,197
FTA 5303	\$102,363	\$103,287
FTA 5303 Carryover	\$48,617	\$50,000*
Total	\$424,285	\$452,672

*Estimate

The draft FY24 UPWP focuses on completing the FY23 PSI Intersections Study, beginning a new small area study, and beginning the 2050 Long Range Transportation Plan (LRTP) update. The document includes three important changes from FY23 activities:

1. More funding for staff hours and consultant support is allocated for long-range planning to account for the 2050 LRTP update;
2. The Public Outreach work element is now included under the Administrative Activities work element 1.0; and
3. The UPWP commits a minimum of 2.5% of the annual budget (\$11,316) to Complete Streets planning activities as required under the Bipartisan Infrastructure Law (BIL).

ATTACHMENTS

[FY24 UPWP](#)



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

112 MacTanly Place,
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Zach Beard, Senior Planner
MEETING DATE: June 7, 2023
RE: **Board Action Form #23-06: Approval of the FY21-24 Transportation Improvement Program (TIP) Amendment**

RECOMMENDATION

Recommend that the Policy Board approve the FY 21-24 TIP amendment.

EXECUTIVE SUMMARY

The TIP is the region's fiscally-constrained four-year programming document for all transportation and transit projects receiving federal transportation funds, requiring federal action, or considered "regionally significant."

The Policy Board approved release of the draft FY 21-24 TIP Amendment at the May 3, 2023 meeting for a 21-day public comment period. Staff did not receive any public or agency comments. The amendment includes the following Highway Maintenance section grouping block adjustments from the FY22 – FY26 Statewide Transportation Improvement Program (STIP):

1. Traffic and Safety Operations Grouping – Reflects changes in funding from FY21 through FY24;
2. Preventive Maintenance for Bridges – Reflects changes in funding from FY21 through FY24; and,
3. Preventive Maintenance and System Preservation – Reflects changes in funding from FY21 through FY24.

The changes are included in Appendix A: TIP Amendments and Administrative Modifications – Highway under "May 2023 Amendment" on page 26 of the document.

ATTACHMENTS

[FY 21-24 TIP Amendment](#)



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

112 MacTanly Place,
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Zach Beard, Senior Planner
MEETING DATE: June 7, 2023
RE: **Board Action Form #23-07: Approval of the FY 2024 – 2027
Transportation Improvement Program (TIP)**

RECOMMENDATION

Recommend that the Policy Board approve the FY 2024-2027 Transportation Improvement Program (TIP).

EXECUTIVE SUMMARY

The Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) requested the SAWMPO review and approve the FY 2024 – 2027 TIP. The TIP is the region's fiscally-constrained four-year programming document for all transportation and transit projects receiving federal transportation funds, requiring federal action, or deemed "regionally significant."

The Policy Board approved release of the draft FY 2024-2027 TIP at the May 3, 2023 Board meeting for a 21-day public comment period. No comments were received.

BACKGROUND

Under CFR Titles 23 and 49, all transportation projects and programs receiving federal funding in the MPO region are required to be documented in the TIP and in the Statewide TIP. Funding identified in the SAWMPO TIP is intended to be obligated for the federal fiscal years 2024 – 2027. A project or program must be documented in the SAWMPO's Constrained Long Range Plan (CLRP) to be included in the TIP. The FY 2024 – 2027 TIP contains two main updates:

- The Highway TIP, provided by VDOT and reviewed by MPO staff; and
- The Transit TIP developed by MPO staff in partnership with BRITE and human mobility service providers (FTA Section 5310 applicants).

The appendices document compliance with MAP-21 Performance-Based Planning and Programming (PBPP) requirements, and how the TIP helps an MPO meet the Safety, Transit Asset Management, Pavement and Bridges, and Highway System Performance targets.

ATTACHMENT

[SAWMPO FY 2024 - 2027 TIP](#)



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

112 MacTanly Place
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

Policy Board Meeting Agenda August 2, 2023, at 10:00 a.m.

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

OR

Zoom Video Conference

Web Link: <https://us06web.zoom.us/j/85387651524?pwd=SzdCY3hrYWppc0c1TE54aXFMenJ0UT09>

Dial In (Audio Only): 1-301-715-8592 • Meeting ID: 853 8765 1524 • Passcode: 424129

1. Call to Order
2. Public Comment
3. Approval of Minutes of the June 6, 2023, Policy Board Meeting*
4. FY24 Unified Planning Work Program Amendment Release for Public Comment (BAF #23-08)*
5. FY 21-24 Transportation Improvement Program (TIP) Amendment Release for Public Comment (BAF #23-09)*
6. Presentation: Overview of Proposed SMART SCALE Policy Changes, Adam Campbell, VDOT
7. Agency Updates
 - VDOT
 - DRPT
 - BRITE & Afton Express
 - Localities
8. Other Business
9. Upcoming Meetings
 - August 16, 2023 – Technical Advisory Committee Meeting, CSPDC Office, 2:00 p.m.
 - September 6, 2023 – SAWMPO Policy Board Meeting, CSPDC Office, 10:00 a.m.
10. Adjournment

*Action Required

A red horizontal line with a small mark in the center.

Policy Board Regular Meeting Minutes June 7, 2023, 10:00 a.m.

Central Shenandoah Planning District Commission*
112 MacTanly Place, Staunton, Virginia

Voting Members		Non-Voting Members		Others	
	City of Staunton		VA DRPT		Others
✓	Brad Arrowood, Vice-Chair	✓*	Grace Stankus		Josh Dunlap, VDOT
	Amanda Kaufman		Wood Hudson		Brad Reed, VDOT
	John Blair (Alt)		VRT		Staff (CSPDC)
	Augusta County	✓*	Steve Wilson	✓	Bonnie Riedesel
✓*	Scott Seaton, Chair		Phil Thompson (Alt)		Ann Cundy
	Tim Fitzgerald		FHWA	✓	Zach Beard
✓	Jennifer Whexel (Alt)		Kevin Jones	✓	Devon Thompson
	Pam Carter (Alt)		FTA	✓	Paula Melester
	City of Waynesboro		Michele DeAngelis	✓	Ansley Heller
✓	Jim Wood		VA DOA	✓	Steve Bolster
	Todd Wood		Rusty Harrington	✓	Dana Trone
	Michael Hamp (Alt)		CTB		
	VDOT		Mark Merrill		
✓	Todd Stevens				
	Adam Campbell (Alt)				
✓	Don Komara (Alt)				
	Matt Dana (Alt)				
	✓* Indicates Zoom Participants				

Call to Order

The June 7, 2023, meeting of the Policy Board of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 10:02 a.m. by Brad Arrowood, Vice Chair. Pursuant to §2.2-3708.2 of the Code of Virginia, SAWMPO Policy Board members may participate in meetings of the SAWMPO or its committees through electronic communication means. Those who attended virtually are indicated by an asterisk; all others attended in-person.



Public Comment

Vice Chair Arrowood opened the floor for public comment. There were no public comments.

Approval of Minutes

Vice Chair Arrowood presented the minutes from the May 3, 2023, Policy Board meeting. Mr. Todd Stevens moved, seconded by Mr. Jim Wood, to approve the minutes as presented. The motion was carried by unanimous vote.

Approval of FY24 Unified Planning Work Program (UPWP) (Board Action Form #23-05)

Vice Chair Arrowood introduced the FY24 Unified Planning Work Program (UPWP) agenda item. Ms. Ann Cundy provided an overview of the UPWP, reminding the Board that it is the annual budget for the MPO. Ms. Cundy explained that each year SAWMPO receives grant funding from Federal Highways along with a match from VDOT as well as a grant from Transit Administration with a match from DRPT. The budget is made up of these grants and agency matches as well as carryover from FY 22.

Ms. Cundy reminded the Policy Board that they were presented with the FY24 UPWP at their May 3rd meeting where they voted to release the UPWP to the public for 21 days of comment. The FY 24 UPWP received no comments in this period. Ms. Cundy reminded the Policy Board that the FY 24 UPWP would fund a small area study and fund the beginning activities for the SAWMPO 2050 LRTP Update. As outlined in the Board Action Form, Ms. Cundy said the Policy Board that the FY UPWP would rearrange funding and work hours so that the “public outreach” work category would be moved into the general “admin” work category to make time and expenses easier to track. Ms. Cundy explained to the Board that there is now language in the FY24 UPWP to document that the SAWMPO is meeting requirements of the Bipartisan Infrastructure Law to dedicate a minimum of 2.5% of the total annual budget to Complete Streets planning activities.

Vice-Chairperson Arrowood called for a motion to approve the FY 24 UPWP. The was made by Dr. Scott Seaton and seconded by Mr. Todd Stevens. The motion was carried by unanimous vote.

Approval of FY 21-24 Transportation Improvement Program (TIP) Amendment (Board Action Form #23-06)

Vice Chair Arrowood presented the FY 21-24 TIP Amendment agenda item. Mr. Zach Beard explained to the Board that the TIP is federally required and that it documents transportation projects that receive federal funding, require federal action, or are projects deemed regionally significant. The TIP highlights the schedule of federal transportation funds coming in the MPO and documents highway projects receiving funding from the Federal Highway Administration and transit projects receiving funds from the Federal Transit Authority.



Mr. Beard noted to the Board that in April VDOT sent the MPO three updated project maintenance groupings. These updated project maintenance groupings highlight the Staunton district's projected funding obligations based on state revenue projections and state of good repair funding. Mr. Beard explained that the money in these groupings fund maintenance activities between FY 21-24, with funding allocated every year.

Mr. Beard reminded the Policy Board that they voted to release the FY 21-24 TIP Amendment for 21 days of public comment at their May meeting. No public comments were received. Mr. Beard requested that the Policy Board approve the FY 21-24 TIP Amendment. A motion to release the item for public comment was made by Mr. Jim Wood and seconded by Ms. Jennifer Whetzel. The motion was carried by unanimous vote.

Approval of FY 24-27 Transportation Improvement Program (TIP) Amendment (Board Action Form #23-07)

Vice Chair Arrowood presented the FY 24-27 TIP Amendment agenda item. Mr. Beard explained that the SAWMPO is managing the current FY 21-24 TIP as well as creating the FY 24-27 TIP at the same time. Mr. Beard reiterated that the TIP is a short-range planning document that is created every four years, that highlights federally funded highway and transit projects. Mr. Beard explained that every MPO has its own TIP for projects happening within their boundaries, and that the state has a statewide TIP (STIP). The STIP combines all of the MPO TIPS into a single document.

Mr. Beard noted that the TIP changes every year and is a snapshot of funding at a particular time. To keep the TIP accurate, there are times when the document must be amended or administratively modified.

Mr. Beard reminded the Policy Board that the FY 24-27 was brought to them for review at their May meeting, where they released the FY 24-27 TIP Amendment for 21 days of public comment. No public comments were received. Mr. Beard asked the Policy Board for their approval of the FY 24-27 TIP. A motion to release the item for public comment was made by Mr. Jim Wood and seconded by Dr. Scott Seaton. The motion was carried by unanimous vote.

Presentation: SAWMPO Potential for Safety Improvement (PSI) Study Summary and Recommendations – Dana Trone, Senior Vice President, WRA.

Leading into the presentation Mr. Beard introduced Dana Trone, a senior vice president from the engineering firm WRA who has been the project lead on the SAWMPO's PSI Study. Mr. Beard reminded the Policy Board that the SAWMPO PSI Study is focusing on six intersections across the MPO, these were identified through review of the list VDOT 2020 PSI Intersections and selected through collaboration with MPO staff and local VDOT staff. Two PSI intersections were selected for each locality. The Staunton intersections were the intersection of N. Coalter Street at Statler Boulevard and the intersection of Churchville Avenue and Thornrose



Avenue. The Augusta County intersections were the intersection of Laurel Hill Road at I-81 Exit 227 Northbound Ramps and the intersection of US-11 at Laurel Hill Road. The Waynesboro intersections were S. Delphine Avenue at I-64 Exit 96 Westbound Ramps and S. Delphine Avenue at Windsor Road.

Ms. Trone outlined the scope of work as involving data collection and field review, crash analysis, existing conditions analysis, traffic forecasting, future no build conditions analysis, development and screen of improvement alternatives, future build conditions analysis, cost estimates, and reporting.

- *N. Coalter Street at Statler Boulevard*
 - Beginning the presentation with the City of Staunton Ms. Trone described the current road conditions at the N. Coalter Street at Statler Boulevard intersection, highlighting that field observations noted that there is occasional moderate queuing observed, typically in the afternoon in the Eastbound, Southbound, and Westbound directions. Field observations also lead WRA to notice that there is frequent blocking of commercial entrances near the intersection, and that there are no pedestrian signals along the intersection. Between January 2015 and August 2022 there were 32 crashes at the intersection, 53% were rear end crashes, 41% angle crashes, 3% fixed object crashes, and 3% other crashes.
 - The preferred alternative improvements to the intersection include striping the westbound lane, create a right turn overlap for eastbound and westbound turns, remove the channelization for eastbound right turns, and convert eastbound and westbound protected-permissive left-turn phasing to a flashing yellow arrow. There are also improvements that suggest converting the north and southbound lanes from the protected-only left turn phasing signals to flashing yellow arrows, and increasing the yellow and red clearance times. There are also suggestions to add “DO NOT BLOCK” signage and markings in front of local businesses, adding high visibility signal backplates, and adding crosswalk and pedestrian signal improvements on the west and south legs of the intersection.
- *Churchville Avenue and Thornrose Avenue*
 - The current intersection is described as a stop-controlled intersection, with Churchville Avenue consisting of free flow traffic, and the intersecting Thornrose Avenue coming to a stop. Field observations noted that there is some minor queuing in the area and that there is driver and pedestrian hesitancy related to southbound Churchville Avenue traffic. They also noted that there is a sight distance restriction for those coming out of Gypsy Hill Park on Constitution Drive. Between January 2015 and August 2022 there were 20 crashes at the intersection, 40%



were angle crashes, 25% rear end crashes, 25% fixed object crashes, and 10% sideswipe crashes.

- Two sets of recommendations were developed for this intersection; a short term and a long term set of preferred alternatives.

- Short Term

- The short-term recommendation would be to remove the right-turn channelization to/from Thornrose Avenue. This would reduce pedestrian crossing distance and conflict points and reduce travel speeds for right turns. It would however impact parking at the Stonewall Brigade Band Bandroom.

- Long Term

- The long-term recommendation would be to create a roundabout at the intersection. The roundabout would create a right-in/right-out for Constitution Drive. It would reduce conflict points as well as delays for Thornrose avenue while also slowing travel speeds and being compatible with the proposed bike lanes. There would be impacts to the parking at the Stonewall Brigade Band Bandroom and the roadway footprint would have to be widened into the ShenanArts property.

- *Laurel Hill Road at I-81 Exit 227 Northbound ramps*

- Another stop-controlled intersection where Laurel Hill Road has free-flowing traffic and I-81 NB Off-Ramp traffic must stop. Field observations found that there is moderate queuing observed at the off-ramp, particularly in the morning and that there is stacking in the median for both the Eastbound lane to I-81 Northbound and for the Northbound lane from I-81 Northbound off-ramp. Between January 2015 and August 2022 there were 24 crashes at the intersection. 92% of crashes were angle crashes and 8% were rear end crashes. 33% of the crashes occurred during nighttime hours.
 - The preferred alternative for this intersection is another roundabout. A roundabout at this intersection would eliminate all crossing conflict points and reduce other conflict points from 9 to 4. This would also reduce travel speeds and reduce delays on the I-81 NB off-ramp. This alternative would allow for dedicated lanes for Eastbound Laurel Hill Road through traffic as well as NB I-81 traffic, and it would eliminate the merge along Eastbound Laurel Hill Rd.



-
- *US-11 at Laurel Hill Road*
 - The US-11 at Laurel Hill Road intersection is a signal-controlled intersection with signalized pedestrian crossings at all four legs and with flashing yellow arrows for left turns. Field observations noted occasional moderate queuing observed primarily along westbound and southbound left turns. They also noted that there was an imbalanced Northbound lane utilization along US-11 caused by downstream lane reduction and commercial access points.
 - Between January 2015 and August 2022 there were 67 crashes at the intersection. 76% were angle crashes, 5% were pedestrian crashes, and the remaining 19% of crashes were outside of the intersections direct area of influence. The five entrances and exits for a shopping center at Laurel Hill Rd and US-11 make the site particularly challenging. Of the 23 crashes that took place at one of these 5 access points, 11 were concentrated off of the US-11 Southbound right-hand lane. Of these 11 crashes 5 were angle crashes, 5 were rear-end crashes, and 1 was a pedestrian crash. Due to the difficult nature of access management for this area WRA created two options for access management.
 - Option 1 – Improve lane drop signing for westbound right turn traffic, realigning crosswalks, replace curb ramps, and pedestrian signals to improve pedestrian safety, closer Walgreens driveway closest to the intersection, and converting the entrance along US-11 to a right-in only.
 - Option 2 – Improve lane drop signing for westbound right turn traffic, realigning crosswalks, replace curb ramps, and pedestrian signals to improve pedestrian safety, closer Walgreens driveway closest to the intersection. Option 2 would close the US-11 entrance closest to the intersection and shift the entrance further south.
 - *S. Delphine Avenue at I-64 Exit 96 Westbound ramps*
 - This intersection is another stop-controlled intersection with South Delphine Avenue being free-flow. There has been some minor queuing observed as well as significant truck traffic. This intersection is also an area where drivers were observed double stacking if there are vehicles turning left from the off-ramp. Between January 2015 and August 2022 there were 24 crashes at this intersection. 50% fixed object/other crashes, 20% angle crashes, 13%, rear end crashes, 13% sideswipe crashes attributed to two vehicles turning right from ramp simultaneously, and 4% were animal-related crashes.
 - The preferred alternative to this intersection would be to formalize a right turn from southbound Delphine Ave, providing a right turn lane for the I-64 Westbound ramp to reduce



sideswipe crashes and delays for right turns. Improving intersection lighting as well as restriping to provide a lane drop for Southbound Delphine Ave right-turn lane to Westbound I-64 to reduce speeds and potential for right turn, run-off-road crashes would also be suggested.

- *S. Delphine Avenue at Windsor Rd.*
 - The final intersection is another stop-controlled intersection with S. Delphine Avenue being free flow traffic. Field observations found that there is occasional minor queuing, significant truck traffic, and drivers double stack along Windsor Rd if there are vehicles turning left onto S. Delphine Ave. Between January 2015 and August 2022 there were 18 crashes. 44% were angle crashes, 11% were sideswipe crashes, another 11% were animal crashes. There were also fixed object crashes, head on crashes, and rear end crashes, accounting for 6% each of crashes.
 - The preferred alternative for this intersection would be to change Mountain Rd to a right-in/right-out only. Remove Southbound Delphine Avenue left-turn lane and stripe left and right turn lanes onto Windsor Rd. These changes would reduce the conflict points from 32 to 11.

Ms. Trone concluded her presentation and a brief discussion ensued.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Adam Campbell of VDOT Staunton District Planning provided the following update:

- Mr. Campbell told the Policy Board the CTB members for the Staunton district were able to secure an additional \$23.8 million in funding to go towards a project on Main St. and US-11 in Harrisonburg, an intersection improvement at Cross Keys and US-33 in Rockingham County, and an intersection safety improvement along Rt. 55 in Warren County. In addition there was also a district grant balance remaining from the CTB's recommended scenario, and the balance was chosen to fund an additional project in the SAWMPO, the Waynesboro I-64 EXIT 94 Off-ramp improvements.
- Mr. Campbell reminded the Policy Board that preapplications for the transportation alternatives is open until June 30th.

Mr. Don Komara provided the following VDOT Harrisonburg Residency updates:

- Revenue Sharing is open and would close at the end of June.
- Engineering firm Kokosing was the lowest bidder, so they will be doing the work between Harrisonburg and Staunton, from mile marker 221 to 262.

-
- The Bartle Brooke Road Bridge is being extended over Bartle Brooke in July.
 - Staunton Crossing is moving along and should be finished in May of 2024.
 - 262, widening from 613 to 254, went to advertisement in May and is open in June.
 - Bids have been reported for the Waynesboro crossing project.
 - There is a stakeholder meeting June 12th for the slip lane and roundabout at the Woodrow Wilson into the Woodrow Dual lefts going into Millplace is going to advertisement.
 - I-64 East bound over the mountain will be overlayed. This will be completed this summer by SL Williamson.
 - Advanced warning about fog conditions on the mountain will be put in the pavement to record speed and alert drivers to the fog.
 - Augusta County is expected to have several gravel roads paved this upcoming year.
 - VDOT is mowing and fixing potholes.

Mr. Todd Stevens provided an update from VDOT about the Waynesboro connector project.

- Mr. Stevens reminded the Policy Board that in January the project was short on funding, and so funding was moved from one project to the Waynesboro Connector Project. The Waynesboro connector project has received funding and all funds have been moved back to their original projects for full funding.

Department of Rail and Public Transportation (DRPT)

Ms. Grace Stankus informed the Policy Board that DRPT did not have any updates to provide.

Transit

Ms. Devon Thompson gave the following BRITE Transit and Afton Express updates:

- The evening hours for the BRCC Shuttles were reduced beginning June 5. Hours were previously Monday – Thursday: 6:50A-11P & Friday 6:50A-8P (North) and Monday-Thursday: 7:15A-10:30P & Friday 7:15A-7:30P. Hours of operation are now Monday-Friday 7A-6P (North) and Monday-Friday 7:30A-5:30P (South). The new hours align with service demand and were approved by the BTAC at the end of last year.
- CSPDC staff has updated the BRITE Title VI Plan. Title VI Plans describe the measures taken to assure compliance with the rules and regulations associated with Title VI and subsequent nondiscrimination

laws, Environmental Justice, and Limited English Proficiency. Plans are required to be updated, approved, and submitted to FTA every three years. The Draft Plan is out for public comment this month, and approval will be sought at the CSPDC Board of Commissioners June 20 meeting.

- The BRITE Transit Facility is a designated polling location and will host the June primary election on June 20.
- In conjunction with the DRPT Discover Transit campaign, BRITE and Afton Express will offer fare-free rides on Wednesday, June 21.
- The design and engineering phase of the Lewis Street Hub rehabilitation project continues to move forward. 30% plans have been completed and reviewed, and Kimley-Horn is proceeding with the 60% plans. Next steps will include a value engineering workshop with DRPT.

Ms. Paula Melester gave the following Afton Express updates:

- Ms. Melester let the Board know that ridership of the Afton Express continues to grow, seeing about 65 – 85 passenger rides per day.
- Ms. Melester repeated that the DRPT Discover Transit campaign will also cover Afton Express and they will be offering fair-free rides on Wednesday, June 21st.

Locality Updates

There were no updates from Augusta County or the City of Waynesboro. Vice Chair Arrowood gave an update for the City of Staunton and informed the Board that Staunton has purchased the old Chestnut Hill Shopping center.

Ms. Wetzel asked VDOT if Revenue Sharing would be applicable for the Verona sidewalk project that has been bid over budget. Mr. Komara explained that the Revenue Sharing program should be helpful with the project. Ms. Cundy asked if there were any efforts by VDOT to offer inflation relief in the TAP programs. Mr. Stevens said he was unaware of something currently in process. Discussion of funding for the Verona Sidewalk project continued.

Other Business

Vice Chair Arrowood asked if there was any other business. Ms. Bonnie Riedesel informed the Policy Board that the CSPDC had recently hired a new planner, Mr. Steve Bolster, and introduced him to the Board. Ms. Riedesel also informed the Policy Board of the joint MPO meeting with the SAWMPO and the Charlottesville-Albemarle MPO on September 27th at Fishburne Academy.



Upcoming Meetings

Vice Chair Arrowood announced that the next scheduled TAC meeting will be held on June 21st, 2023, at 2:00 p.m., and the next Policy Board meeting is scheduled for July 5th, 2023, at 10:00 a.m.

Meeting Adjournment

There being no further business to come before the Policy Board, Vice Chair Arrowood asked for a motion to adjourn the meeting. The motion was made by Mr. Jim Wood and seconded by Mr. Todd Wood. The meeting adjourned at 11:14 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ann W. Cundy", written in a cursive style.

Ann W. Cundy
Director of Transportation



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

112 MacTanly Place,
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

TO: Staunton-Augusta-Waynesboro MPO Policy Board

FROM: Ann Cundy, Director of Transportation

MEETING DATE: August 2, 2023

RE: **Board Action Form #23-08: FY24 Unified Planning Work Program Amendment**

RECOMMENDATION

Recommend that the Policy Board release the amended FY24 UPWP for a 21-day public comment period.

EXECUTIVE SUMMARY

The FY24 UPWP amendment moves \$7,920 from the FHWA PL Contingency work element to the Highway Administrative work element, and \$3,394 from the FTA 5303 Transit Planning work element into the Transit Administrative work element to cover the \$11,314 cost of migrating the SAWMPO website to the WordPress platform.

Staff requests that the Policy Board release the amendment for a 21-day public comment period.

WEBSITE MIGRATION

Following the Policy Board's approval of the FY24 UPWP in June 2023, the SAWMPO IT contractor notified staff that the SAWMPO website (www.sawmpo.org) could no longer be supported due to the website using the Drupal website platform. In response, staff issued a task order to the consultant Avid Core to migrate the existing website content and rebuild the site's structure in WordPress, which is a more widely-used and user-friendly website-building software.

New site improvements will incorporate Google Analytics to assess website traffic, Google Translate for improved accessibility for limited English proficiency speakers, and improved Title VI and ADA information accessibility.

Avid Core is scheduled to complete the new website in October 2023.

ATTACHMENT

[Draft FY24 UPWP Amendment](#)



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Staunton, VA 24401

Phone (540) 885-5174
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TO: Staunton-Augusta-Waynesboro MPO Policy Board

FROM: Zach Beard, Senior Planner

MEETING DATE: August 2, 2023

RE: **Board Action Form #23-09: FY-21-24 Transportation Improvement Program (TIP) Amendment**

RECOMMENDATION

Recommend that the Policy Board release the FY21-24 TIP Amendment for public comment.

TIP AMENDMENT AND ADMINISTRATIVE MODIFICATIONS

At the request of the VDOT Federal Programs Division, SAWMPO staff is making one amendment and three administrative modifications to the FY21-24 TIP to complete the closeout of the FY21-24 TIP and Statewide Transportation Improvement Program (STIP).

The TIP Amendment adds \$6,500,000 to the Preventive Maintenance and System Preservation Grouping, and as a result requires a 21-day public comment period.

The administrative modifications reflect budgetary changes in funding in three maintenance groupings to maximize eligibility for federal funding for maintenance activities in the SAWMPO region, and do not require a public comment period. The changes to the maintenance groupings in the TIP do not yet reflect funding for specific projects. The three maintenance grouping budget changes are:

- Maintenance: Traffic and Safety Operations — move \$2,069,444 in FFY23 to Preventive Maintenance and System Preservation
- Maintenance: Preventive Maintenance for Bridges — move \$6,648,943 to Preventive Maintenance and System Preservation
- Maintenance: Preventive Maintenance and System Preservation—shifts funds between years within the grouping.

NEXT STEPS

Staff will release the FY21-24 TIP Amendment for a 21-day public comment period and present the amendment and any public comment received to the Policy Board for approval at the next scheduled Board meeting.

ATTACHMENTS

- [Amendment](#)
- [Administrative Modifications](#)
- [Draft FY21-24 TIP Amendment](#)



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Policy Board Meeting Agenda September 6, 2023, at 1:00 p.m.

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

OR

Zoom Video Conference

Dial In (Audio Only): 1-301-715-8592 • Meeting ID: 853 8765 1524 • Passcode: 424129

1. Call to Order
2. Public Comment
3. Approval of Minutes of the August 2, 2023, Policy Board Meeting*
4. Approval of the FY24 Unified Planning Work Program (UPWP) Amendment (BAF #23-10)*
5. Approval of the FY21-24 Transportation Improvement Program (TIP) Amendment (BAF #23-11)*
6. Update: Afton Mountain Transportation Site Assessment (Board Memo #23-04)
7. Joint SAWMPO – Charlottesville-Albemarle MPO (CA-MPO) Meeting and Memorandum of Understanding (Board Memo #23-05)
8. Agency Updates
 - VDOT
 - DRPT
 - BRITE & Afton Express
 - Localities
9. Other Business
10. Upcoming Meetings
 - September 20, 2023 – Technical Advisory Committee Meeting, CSPDC Office, 2:00 p.m.
 - September 27, 2023 – Joint SAWMPO – CA-MPO Meeting, Fishburne Military School, 10:00 a.m.
11. Adjournment

*Action Required

Policy Board Regular Meeting Minutes August 2, 2023, 10:00 a.m.

Central Shenandoah Planning District Commission*
112 MacTanly Place, Staunton, Virginia

Voting Members		Non-Voting Members		Others	
	City of Staunton	✓	Shane McCabe (Alt)		Others
✓	Brad Arrowood, Vice Chair	✓	Cody Huffman (Alt)		Brad Reed, VDOT
✓	Amanda Kaufman		VA DRPT		Staff (CSPDC)
	Augusta County	✓*	Grace Stankus	✓	Bonnie Riedesel
✓	Tim Fitzgerald		VRT	✓	Ann Cundy
	Vacant	✓*	Steve Wilson	✓	Zach Beard
	Jennifer Whetzel (Alt)		Phil Thompson (Alt)		Devon Thompson
	Pam Carter (Alt)		Kevin Jones		Paula Melester
	City of Waynesboro		FTA	✓	Ansley Heller
✓	Jim Wood		Chelsea Beytas		
✓	Todd Wood		VA DOA		
	Michael Hamp (Alt)		Rusty Harrington		
	VDOT		CTB		
✓	Todd Stevens		Mark Merrill		
✓	Adam Campbell (Alt)				
	Don Komara (Alt)				
	Matt Dana (Alt)				
	✓* Indicates Zoom Participants				

Call to Order

The August 2, 2023, meeting of the Policy Board of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 10:00 a.m. by Brad Arrowood, Vice Chair. Pursuant to §2.2-3708.2 of the Code of Virginia, SAWMPO Policy Board members may participate in meetings of the SAWMPO or its committees through electronic communication means. Those who attended virtually are indicated by an asterisk; all others attended in-person.

Public Comment

Vice Chair Arrowood opened the floor for public comment. There were no public comments.

Approval of Minutes

Vice Chair Arrowood presented the minutes from the June 7, 2023, Policy Board meeting. Mr. Jim Wood moved, seconded by Mr. Todd Wood, to approve the minutes as presented. The motion was carried by unanimous vote.

FY24 Unified Planning Work Program (UPWP) Amendment Release for Public Comment (Board Action Form #23-08)

Ms. Ann Cundy provided a brief reminder that the UPWP is the annual budget and work program for the MPO. Ms. Cundy explained that the UPWP amendment moves \$11,314 into the “Admin” line item so that the SAWMPO can transition to a better operating website platform. Ms. Cundy explained that the server for the existing Drupal site will no longer be supported by the SAWMPO IT contractor, and will become inoperable.

Ms. Cundy said that this was not something we were aware of at the start of the fiscal year when the FY 24 UPWP was approved, thus the need to amend the UPWP. Ms. Cundy explained that the next steps would be to release the amended FY 24 UPWP for 21 days of public comment. Vice Chairperson Arrowood called for a motion to release the Amended FY 24 UPWP for 21 days of public comment. The motion was made by Mr. Tim Fitzgerald and seconded by Mr. Todd Wood. The motion was carried by unanimous vote.

FY 21-24 Transportation Improvement Program (TIP) Amendment Release for Public Comment (Board Action Form #23-09)

Mr. Zach Beard reminded the Board that the TIP is federally required document that all MPOs are required to update every four years. Mr. Beard explained that the TIP documents transportation projects that receive federal funding, require federal action, or are projects deemed regionally significant. Mr. Beard explained that in the time between approving the last TIP amendment in June 2023 and the August 2nd MPO meeting, VDOT requested further changes including three administrative modifications and one amendment.

Mr. Beard noted that projects and funding under VDOT are typically grouped in three categories: Traffic and Safety Operations, Maintenance and Bridges, and System Maintenance and Preservation. The categories allow VDOT to shift funds between categories as projects change. Mr. Beard informed the Policy Board that the administrative modifications do not require any board action or public comment, because they do not meet the dollar threshold which would require such actions. However, the amendment made to the FY 21-24 TIP does meet the dollar threshold and therefore it must be released for public comment and approved by Policy Board action. Mr. Beard further explained that the amendment shifts funding in the amount of \$6.5 million



to the System Maintenance and Preservation category. Mr. Beard explained that with Board action the amended FY 21- 24 TIP would be released for 21 days of public comment, and then taken back to the Policy Board for adoption at their September meeting. The FY 21- 24 TIP will remain in effect through September with the FY 24-27 TIP taking over in October 2023.

Mr. Beard turned the floor over to Mr. Adam Campbell of VDOT to give additional details. Mr. Campbell reminded the Policy Board that the three mentioned groupings are considered “high-level groupings” and explained further that they are categories holding money for projects that fit within the categories. Continuing, Mr. Campbell said that there is a three-year window between State and Federal agencies where VDOT can request federal reimbursement for projects that fall into these three categories. These changes are part of a larger VDOT strategy to maximize the federal funding the state can receive for these types of projects. Ms. Cundy said that the three groupings are for the entire Staunton construction district, not just the SAWMPO. Vice Chair Arrowood asked for a motion to release the Amended FY 21-24 TIP for 21 days of public comment. A motion was made by Mr. Fitzgerald and seconded by Mr. Todd Wood.

Presentation: Overview of Proposed SMART SCALE Policy Changes – Adam Campbell, VDOT

Mr. Campbell gave a presentation of the proposed SMART SCALE policy changes. Mr. Campbell noted that the changes being proposed to SMART SCALE were being led by the Office of Intermodal Planning and Investment (OIPI) and the Commonwealth Transportation Board (CTB). Mr. Campbell informed the Board that over the past year OIPI released a survey to gain feedback from SMART SCALE users. Results from the survey were gathered and taken to the CTB to inform the CTB’s review of SMART SCALE Policy.

Mr. Campbell reviewed the potential issues identified from the survey and the potential changes to the process, which are summarized in **Table 1**. Mr. Campbell noted that some issues will limit the ability of the MPO/PDC to go after High Priority funding and reduce the Land Use benefit that has allowed the MPO to be successful in project funding.

Mr. Campbell clarified that the SAWMPO boundary and Augusta County are both considered “Rural,” with SAWMPO under category ‘C’ and the rest of Augusta County under ‘D.’ Going into greater detail regarding the reduced number of applications, Mr. Campbell explained that for the SAWMPO the number of SMART SCALE applications would be reduced from 4 to 2.

Mr. Campbell reviewed the SMART SCALE prioritization process, and potential process changes before outlining the next steps and schedule. Mr. Campbell noted that the policy adoption by the CTB is scheduled for December 2023.

Discussion ensued regarding the proposed SMART SCALE changes. Board members expressed concern about the proposed changes, and potential impacts on the MPO’s ability to competitively apply for projects. Policy Board members agreed to submitting a letter to the CTB highlighting MPO concerns regarding the proposed SMART SCALE changes.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Todd Stevens began the VDOT update by introducing Mr. Cody Huffman, the new Assistant Resident Administrator for the Harrisonburg Residency working directly for Mr. Don Komara.

Table 1: SMART SCALE Changes Affecting the SAWMPO
(Note: Issues highlighted in yellow were identified as having potentially the most significant impact on the MPO.)

Potential Issue Identified	Findings	OIPI Staff Recommendations
Urban Projects are funded more regularly than rural projects	No bias towards urban projects was found.	No changes are recommended at this time.
Leveraged projects are more successful than non-leveraged projects	There is not a perception of non-leveraged projects being less successful	No changes are recommended at this time.
Smaller projects are disproportionately recommended for funding.	A greater number of small projects (\$10 million or less) are being funded.	Redefining eligibility for the statewide High Priority Program to only include interstate and interstate interchange projects, and bridge replacements projects.
Too many applications are being submitted	Staff resources stretched to dedicate to applicant support and application quality	Reduce the number of applications for all entities.
Forward-Looking Congestion Factor	Projects aren't receiving the full projected benefits as they're analyzed in existing year conditions.	Calculate congestion benefits for 10 years in the future.
Forward-Looking Economic Development Factor	There is a disconnect between square footage and economic benefit.	Engaged VEDP to develop a more forward-looking methodology, which will be brought to the CTB in September.
One-Factor Majority - Land Use Factor	Land Use accounted for greater than 40% of total benefit score and increased for smaller projects	Modify the factor weighting for the Land Use factor

Mr. Campbell provided the following update:

- The final Revenue Sharing and TA application window opens on August 15th and the deadline for submittal is October 2nd.
- The HSIP application timeline is between August 1st and October 31st. The program is available for localities that maintain their own roads for systemic improvements.

Mr. Stevens provided the following VDOT project updates:

- Staunton Crossing is progressing on schedule.
- Staunton I-81 project is on track to get started with shoulder work in the Fall, with more cumbersome work scheduled from the Spring.

Department of Rail and Public Transportation (DRPT)

Ms. Grace Stankus informed the Policy Board that the CTB approved DRPT's Six Year Improvement Program (SYIP) for FY 24. The new SYIP and approved projects are available on DRPT's Open Data Portal.

Transit

Ms. Ann Cundy gave the following BRITE Transit updates:

- BRITE Transit conducted a Triennial Review with the FTA for the BRITE Transit System. FTA looks at all recipients of urbanized federal funding and reviews the entire program to ensure that funds are being spent correctly.
- An hour of service was added back to the BRCC shuttle schedule in response to feedback from commuters that the last trip was necessary to get them back to Staunton at the end of their commute.
- The rehabilitation of the Lewis Street Hub is approaching the submission of 90% plans. The goal is to break ground by the end of the calendar year.
- BRITE and Afton Express attended Waynesboro's Back to School Bash at Kate Collins Middle School

Mr. Zach Beard gave the following Afton Express updates:

- Ridership of the Afton Express continues to grow, and June had the single highest day record with 93 passenger trips.
- On June 21st, Afton Mountain was featured on a Virginia Public Radio segment about CARES funding and how it was being used across the state.



-
- Afton Mountain will be featured in a short, 30-second commercial that will be posted on social media in partnership with the Thomas Jefferson Planning District Commission RideShare program.

Locality Updates

City of Waynesboro

Mr. Todd Wood gave the following updates:

- The southern connector is beginning on August 21st and is expected to be complete in September 2025.

Augusta County

Mr. Tim Fitzgerald gave the following update:

- The County hopes to award the Verona Bike Pedestrian project next week.

There were no updates from the City of Staunton, and Vice Chair Arrowood opened the meeting for Other Business.

Other Business

Ms. Bonnie Riedesel reminded the Policy Board of the joint MPO meeting with the SAWMPO and the Charlottesville Albemarle MPO at Fishburn Military School on September 27th.

Upcoming Meetings

Vice Chair Arrowood announced that the next scheduled TAC meeting will be held on August 16th, 2023, at 2:00 p.m., and the next Policy Board meeting is scheduled for September 6th, 2023, at 10:00 a.m.

Meeting Adjournment

There being no further business to come before the Policy Board, Vice Chair Arrowood asked for a motion to adjourn the meeting. The motion was made by Mr. Jim Wood and seconded by Mr. Todd Wood. The meeting adjourned at 11:30 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ann W. Cundy", written in a cursive style.

Ann W. Cundy
Director of Transportation



**Staunton Augusta
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Metropolitan Planning
Organization

112 MacTanly Place,
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Ann Cundy, Director of Transportation
MEETING DATE: September 6, 2023
RE: **Board Action Form #23-10: Approval of the Draft FY24 Unified Planning Work Program Amendment**

RECOMMENDATION

Recommend that the Policy Board approve the amended FY24 UPWP.

EXECUTIVE SUMMARY

The Policy Board released the draft FY24 UPWP Amendment for 21 days of public comment at their August 2, 2023, meeting. Staff has not received any public or agency comments during the comment period to date.

The FY24 UPWP amendment moves \$7,920 from the FHWA PL Contingency work element to the Highway Administrative work element, and \$3,394 from the FTA 5303 Transit Planning work element into the Transit Administrative work element to cover the \$11,314 cost of migrating the SAWMPO website to the WordPress platform.

ATTACHMENT

[Draft FY24 UPWP Amendment](#)

—



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Staunton, VA 24401

Phone (540) 885-5174
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TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Ann Cundy, Director of Transportation
MEETING DATE: September 6, 2023
RE: **Board Action Form #23-11: Approval of the FY-21-24 Transportation Improvement Program (TIP) Amendment**

RECOMMENDATION

Recommend that the Policy Board approve FY21-24 TIP Amendment.

TIP AMENDMENT AND ADMINISTRATIVE MODIFICATIONS

The Policy Board approved release of a draft FY21-24 TIP Amendment at the August 2, 2023 meeting for a 21-day public comment period. Staff did not receive any comments during that period.

The TIP Amendment adds \$6,500,000 to the Preventive Maintenance and System Preservation Grouping in the Highway section of the TIP.

MPO staff also made the following administrative modifications to the Highway TIP:

- Maintenance: Traffic and Safety Operations — move \$2,069,444 in FFY23 to Preventive Maintenance and System Preservation
- Maintenance: Preventive Maintenance for Bridges — move \$6,648,943 to Preventive Maintenance and System Preservation
- Maintenance: Preventive Maintenance and System Preservation—shifts funds between years within the grouping.

ATTACHMENTS

- [Amendment](#)
- [Administrative Modifications](#)
- [Draft FY21-24 TIP Amendment](#)

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TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Ann Cundy, Director of Transportation
MEETING DATE: September 6, 2023
RE: **Board Memo #23-04: Afton Mountain Transportation Site Assessment Scope of Work**

EXECUTIVE SUMMARY

The FY24 SAWMPO Afton Mountain Transportation Site Assessment is evaluating existing vehicular and bicycle and pedestrian conditions as part of a larger site assessment conducted by Augusta County. Timmons Group is leading the Afton Mountain Site Assessment activities for the MPO.

BACKGROUND

In 2021, Augusta County developed a Scope of Work to apply for an EDA CARES grant to conduct a comprehensive site assessment at the Inn at Afton Mountain near the I-64 Exit 99 interchange. While the grant was not funded, Augusta County began survey work earlier this year with Virginia Industrial Revitalization (IRF) grant funds. The SAWMPO is working with the County, the City of Waynesboro, and Timmons to develop the transportation sections of the site assessment.

The MPO-funded transportation tasks will 1) evaluate the existing vehicular network along US 250 including the intersections with Howardsville Turnpike and the Skyline Drive; 2) evaluate the bicycle and pedestrian connectivity between the site and nearby outdoor recreation points of interest; and 3) recommend improvements in relation to a future development scenario.

DRAFT SCOPE OF WORK

The study group includes Augusta County, Waynesboro, SAWMPO, VDOT, which met with Timmons on July 21, 2023 to outline a revised Scope of Work. The discussion clarified questions about the original tasks, and highlighted the need to consider Waynesboro's Eastern Federal Lands Access Program (EFLAP) trail project between the City and Afton Mountain, the Round 5 SMART SCALE project at the I-64 Exit 99 ramp intersection with US 250, and the internal site circulation.

Timmons submitted a draft Scope of Work for review on August 14, 2023, and is incorporating feedback from the study group. The Scope includes existing conditions data collection and a site visit, a future development scenario to inform recommendations, and three concept layouts depicting improvements.

NEXT STEPS

The study is anticipated to be complete in six months. Timmons is finalizing the Scope of Work and will conduct a field visit in September or October 2023.

ATTACHMENTS

[Transportation Site Assessment Scope of Work](#)

PROJECT: Afton Mountain Traffic Study
Rockfish Gap, Virginia

CLIENT: Zach Beard
Central Shenandoah Planning District Commission (CSPDC)

DATE: August 31, 2023

Project Understanding

We understand that the scope of this project is to perform a traffic study to review the operations, safety, access management, and potential improvements necessary along US Route 250 (Rockfish Gap Turnpike) and Route 610 (Howardsville Turnpike) to support future redevelopment of the property located on top of Afton Mountain at Rockfish Gap. The project is being completed within the SAWMPO region.

In addition, the area between the western portal of the Blue Ridge Tunnel to the Blue Ridge Parkway will be reviewed for potential bicycle and pedestrian accommodations along US Route 250. This is in conjunction with the proposed RAISE grant project to install a shared use path along US Route 250 from the City of Waynesboro and the western portal.

In accordance with the discussions with CSPDC, Timmons Group will provide overall project management, data collection, safety analysis, operational analysis, intersection alternatives analysis, engineering design, and conceptual options – all consistent with VDOT TOSAM guidelines and requirements.

Our detailed scope of services includes the following:

Task 1 – Site Visit and Existing Conditions Review

- A. Obtain previous studies, planned developments/improvements, other transportation projects that have been considered, and/or any projects that are currently funded adjacent to the project location.
- B. Perform a visual geometric assessment of the existing roadway infrastructure, such as: width of lanes, length of turn lanes, location of pedestrian/bicycle facilities, roadway geometry, sight distance, clear zones, drainage, surface conditions, signage, pavement markings, lighting, barriers, traffic volumes/operations, pedestrian/bicycle volumes, operating speeds, surrounding land uses, and user expectancy evaluation, and adequacy of existing traffic control devices.
Note: This does NOT include detailed survey work.
- C. Identify potential opportunities or constraints for the study area based on field assessment, existing geometry, and the obtained available data.
- D. Review study area for potential pedestrian and bicycle accommodations along US Route 250.
- E. Access management will be assessed per VDOT spacing standards between the existing study intersections in case of modifications associated with an alternative intersection implementation.

Task 2 – Traffic Data Collection

- A. Directional turning movement counts will be collected at the following four (4) study intersections:
 - 1. US Route 250 at Blue Ridge Parkway
 - 2. US Route 250 at Route 610
 - 3. US Route 250 at Afton Circle
 - 4. Route 610 at Blue Ridge Parkway
- B. All data will be collected in 15-minute intervals and broken down into passenger vehicles, heavy vehicles, pedestrians, and bicycles.
- C. Traffic data will be collected on a Tuesday/Wednesday/Thursday (with schools in session) at all four (4) study intersections during the AM and PM peak hours (assumed to be 2 hours of data collection per peak).
- D. Traffic data will also be collected on a Saturday at all four (4) study intersections during the mid-day peak hours (assumed to be 4 hours of data collection).
- E. Information from the ongoing VDOT traffic signal analysis at the US Route 250 interchange with I-64 will be utilized to compare background growth and understand traffic patterns in the area.

Task 3 – Operational Analysis

A traffic analysis will be performed in the study area in accordance with the latest version of the Manual on Uniform Traffic Control Devices (MUTCD), the Virginia Supplement to the MUTCD, the VDOT Traffic Engineering Design Manual, and the VDOT Traffic Operations and Safety Analysis Manual (TOSAM). The Synchro/SimTraffic software platform will be utilized for this traffic analysis.

The traffic analysis will include the four (4) existing intersections at which traffic data will be collected. Representatives from CSPDC, Augusta County, City of Waynesboro, and VDOT will provide all future development and active planning/zoning projects within the study area for use in determining appropriate growth rates and potential changes to traffic patterns.

- A. Analysis will be performed for existing conditions (2023) and design year (TBD). The design year will be agreed upon between CSPDC, VDOT, and the Engineer prior to moving forward with the traffic analysis.
- B. Development of background traffic forecasts for the buildout and design year analyses will be performed for the AM/PM/Saturday peak hours. The applicable growth rate and approved background development traffic will be agreed upon between the CSPDC, VDOT, and the Engineer prior to moving forward with the traffic analysis.
- C. Identification of improvements that may be necessary at the study intersections- to address the operational issues.
- D. Development of future build traffic forecasts with the improvements for the design year analysis will be performed for the AM/PM/Saturday peak hours.

Task 4 – Safety Analysis

- A. Analyze crash data from publicly-available VDOT sources to identify crashes within the study area and determine if any crash patterns/trends may affect the improvement recommendations.
- B. Crash data will be analyzed for the most recent available data for a 5-year period. At this time, the dates are assumed to be June 2018 to June 2023.
- C. Compile a list of identified safety issues within the study area. Compare field visit findings with crash data to identify those areas with the greatest opportunity for mitigation measures.
- D. Review collected traffic and pedestrian data to understand existing conditions and operations, including routing and patterns within the study area.
- E. Identification of geometric improvements that may be necessary within the study area, including identification of mitigation measures for safety issues. Mitigation measures may include engineering, education, enforcement, or other actions beneficial to user safety. Mitigation measures will be grouped into short-, intermediate-, and long-term options, as applicable.

Task 5 – Alternatives Analysis

- A. Complete screening process utilizing the VDOT Junction Screening Tool (VJuST) for consideration of alternative/innovative intersection options for the intersection of US Route 250 at Route 610, as required by VDOT TE-387.1.
- B. Coordinate with CSPDC and VDOT on the results of the screening process and the crash analysis and select up to three (3) alternatives that will be considered for further analysis.
- C. Perform an operational analysis of the design year conditions for up to three (3) of the selected alternatives. Analyses will be completed using the appropriate TOSAM-approved software. For these locations, it is expected that either Synchro or SIDRA will be the only software tools required to complete the analysis. If other analysis software is required, a change order may be necessary.

Task 6 – Pedestrian/Bicycle Assessment and Recommendation

- A. Perform an assessment of potential improvements for pedestrian and bicycle access and linkages along US Route 250, the entrance to the Blue Ridge Parkway, Shenandoah National Park, Appalachian Trail, and the Crozet Blue Ridge Tunnel – West Portal.
- B. Research and review the available data from the RAISE grant submission for the shared use path from the City of Waynesboro to the western portal of the Blue Ridge Tunnel.
- C. Coordinate with agencies on bicycle/pedestrian volumes and attendance data at the Blue Ridge Tunnel and any known patterns.
- D. Identify options that meet VDOT standards, as well as understanding any necessary exceptions or waivers that may be required.

Task 7 – Conceptual/Schematic Geometric Alternatives

- A. Develop conceptual/schematic layouts for up to three (3) improvement alternatives within the study area.
- B. Exhibits will be developed to a concept-level sketches. The intent of these exhibits is to visually convey potential intersection improvement location/configuration, property impacts, and is to be used for discussion purposes only.
- C. The exhibits will incorporate both the vehicular improvements for operations, safety, and access management, but also any recommended bicycle and/or pedestrian accommodations.
- D. Preparation of all alternatives will be clearly depicted on sheets at scale.
- E. This task includes review time with CSPDC and VDOT staff to ensure the potential alternatives can be implemented. It is assumed that a minimum of two (2) meetings will occur between all parties, assumed virtual. Timmons Group will provide regular updates to CSPDC at all times during the project.

Task 8 – Technical Report

- A. Prepare a technical report documenting all the tasks and providing a summary of Timmons Group's approach, findings, and recommendations for CSPDC and VDOT.
- B. Incorporate vehicular and multi-modal recommendations.
- C. Incorporate any recommendations made by the Blue Ridge Parkway Foundation Blue Ridge Rising (BRR) for the Comprehensive Action Plan that affect the study area, including coordination with BRR.
- D. Coordinate with other on-going work related to the Afton Mountain site and incorporate elements of improvements or recommendations that may affect the vehicular or multi-modal analysis within the study area.
- E. Coordinate with CSPDC and VDOT staff on the recommendations of the report and address comments received from staff. This proposal assumes that up to two rounds of comments will be addressed.

Notes:

- (1) No data is to be collected on the Blue Ridge Parkway itself. The 2 intersections nearby, one on US Route 250 and one on Route 610, are within the ROW that may be impacted by this project. There is no intent to make improvements along the main Blue Ridge Parkway alignment, only the VDOT intersections and/or roadway corridors nearby. If additional data collection and analysis is requested on the Blue Ridge Parkway, a change order will be required.
- (2) Our fees shall not deviate from the figures indicated below without prior written approval from the CSPDC. Fees indicated as ***budget*** may need to be adjusted up or down based on actual field conditions or regulatory requirements. If for any reason a change to this agreement becomes necessary, the CSPDC will be notified by a change order written by the Project Manager. After the date of this agreement, changes in the scope of work required by state or federal regulatory agencies, or by CSPDC revisions, may require a change order.

TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Bonnie Riedesel, Executive Director
MEETING DATE: September 6, 2023
RE: **Board Memo #23-05: Joint SAWMPO – CA-MPO Meeting and Memorandum of Understanding**

EXECUTIVE SUMMARY

The SAWMPO and Charlottesville-Albemarle MPO (CA-MPO) are hosting a joint Policy Board meeting on Wednesday, September 27, 2023 at Fishburne Military School in Waynesboro. This is the first joint meeting since CA-MPO hosted in Crozet, VA in 2019.

The Joint Meeting is the most significant activity outlined in a joint Memorandum of Understanding (MOU) that the two MPOs signed in 2017 to recognize the unique relationship of the two regions, the I-64/US 250 transportation corridor the connects them, and the benefits of coordinating transportation planning, programming and services across the Blue Ridge Mountains.

BACKGROUND

The two MPOs held the first joint MPO Policy Board meeting in October 2015 to discuss a multi-modal corridor study for I-64/US 250 and an inter-regional transit plan that ultimately launched the Afton Express transit service between Staunton, Waynesboro, and Charlottesville. By 2017, the Corridor Study was complete and included a recommendation for a commitment to on-going inter-regional coordination via an MOU.

The 2017 MOU outlines a planning area, a commitment to providing letters of support for one another's projects, and joint meetings. Staff is drafting a 2023 addendum to the MOU to reaffirm both Policy Board's support for the document and joint planning activities.

The September 2023 meeting will feature presentations on the Afton Express, the opening of the Crozet Blue Ridge Tunnel, and expansions of a trail network east and west of Rockfish Gap. VDOT and DRPT representatives will have an opportunity to share remarks, as well as any Commonwealth Transportation Board members who attend.

ATTACHMENT

[Joint Planning MOU](#)

**MEMORANDUM OF UNDERSTANDING BETWEEN THE CHARLOTTESVILLE-ALBEMARLE
METROPOLITAN PLANNING ORGANIZATION AND THE STAUNTON-AUGUSTA-WAYNESBORO
METROPOLITAN PLANNING ORGANIZATION REGARDING
INTER-REGIONAL TRANSPORTATION PLANNING WITHIN THE I-64 CORRIDOR BETWEEN THE
CITIES OF CHARLOTTESVILLE AND STAUNTON, VIRGINIA**

This Memorandum of Understanding is made and entered into as of September 27, 2017, by and between the Charlottesville-Albemarle Metropolitan Planning Organization, hereinafter referred to as the CA-MPO, and the Staunton-Augusta-Waynesboro Metropolitan Planning Organization, hereinafter referred to as the SAWMPO.

WHEREAS, the 37 mile east-west segment of Interstate 64 connecting the cities of Charlottesville, Waynesboro and Staunton, Virginia, and the counties of Augusta and Albemarle, Virginia, is the primary multi-modal transportation corridor linking the Piedmont and Shenandoah Valley regions of Virginia, functioning as a critical link within the State's comprehensive transportation network for both inter-regional and interstate commerce; and

WHEREAS, the formal coordination of short- and long-range planning activities among local, regional, state and federal government agencies is instrumental to the improvement of transportation planning activities and the development of new transportation facilities within this corridor to produce an efficient, safe and cost effective transportation network; and

WHEREAS, the CA-MPO and the SAWMPO enter into this MOU to conduct transportation and transit planning and development activities within the I-64 corridor in a mutually beneficial manner to each MPO's unique transportation needs, and to the larger area as a whole; and

WHEREAS, transportation planning activities shall address planning for all transportation modes including, but not limited to, rail, bike and pedestrian planning, transit and travel demand management; and

WHEREAS, this MOU provides the framework for each MPO to review, comment, and provide letters of support for each other's transportation projects, Long Range Transportation Plans, grant applications, Transportation Improvement Programs, and when necessary, for projects and other transportation and transit activities located within, or that may affect, the corridor;

NOW THEREFORE, be it recognized and agreed that the CA-MPO and the SAWMPO will conduct inter-regional transportation planning in a collaborative manner within the I-64 corridor. It is also agreed that the following articles will guide the inter-regional cooperation efforts.

**Article 1
Corridor Boundaries**

The corridor boundary is defined as Interstate 64 from mile marker 124 westward to Interstate 81 south to mile marker 220 and to Interstate 81 north to mile marker 222, and US-250 from the Charlottesville US-29/US-250 bypass westward to the US-250 intersection in Staunton with Frontier Drive and North Frontier Drive. The corridor boundary includes the cities of Charlottesville, Waynesboro and Staunton and the counties of Augusta, Albemarle, and Nelson; and includes major transportation and multi-modal routes and connections that provide important corridor access points located within one-half mile of either I-64 or US-250. These connections include rail facilities serving Buckingham Branch, Norfolk-Southern and Amtrak rail operations.

**Article 2
Planning Activities**

Each MPO's Policy Board shall remain the sole decision making body regarding projects and transportation plans that fall within their respective jurisdictions. However, this MOU recognizes that transportation planning activities and projects within the corridor boundaries, listed in Article 1, should receive special attention if they may have an

impact on the overall function of the corridor. Therefore, as part of this MOU, the MPOs agree to provide each other with an adequate opportunity to review and comment on regionally significant planning efforts and projects, and in particular, MPO Long Range Transportation Plans (LRTPs) and Transportation Improvement Program (TIP) projects within the corridor. Comments made by either MPO are not binding, nor are they considered a required step in the review process. Collaboration of this nature between the prescribed MPOs is highly encouraged; however, delayed comments from either entity should not provide cause to impede the advancement of planning activities or project development.

Article 3 Letters of Support

When submitting projects and plans for funding located within the boundaries of the corridor, the sponsoring MPO may request a letter of support from the other MPO for inclusion in the project application. Notices of a request should be accompanied with adequate project and/or scoping information for the reviewing party to develop an informed and reasoned response to the request.

Article 4 Joint MPO Meetings

The CA-MPO and the SAWMPO shall jointly host an annual joint MPO Policy Board meeting. This meeting shall alternate annually between each of the MPO's jurisdiction unless other meeting arrangements are mutually agreeable. The joint MPO Policy Board meeting shall include reports from each MPO, the Department of Rail and Public Transportation (DRPT), and the Virginia Department of Transportation (VDOT) addressing projects, plans, activities or items of concern that have arisen during the prior year within the I-64 corridor boundaries identified in this MOU. Adequate time shall be allotted for the discussion of inter-jurisdictional or agency transportation priorities, proposed projects, future joint planning activities and current projects within the corridor. The reports shall address recently completed projects or planning activities, and future planned projects or planning activities located within the corridor. Reports may be provided in written form, and may be presented collectively. Agencies providing activity reports and updates are not limited to the parties identified in Article 4 of this MOU.

Article 5 Modification

Amendments to this Memorandum of Understanding, as mutually agreed upon, may be made by written agreement between all parties to this MOU.

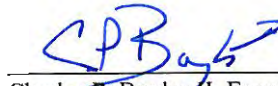
IN WITNESS, WHEREOF, all concerned parties have executed this MOU on the day and year first written above.

SIGNED:

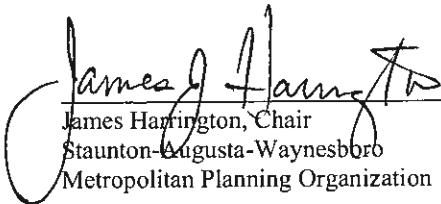
ATTEST:



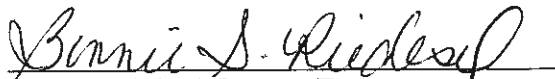
Kristin Szakos, Chair
Charlottesville-Albemarle
Metropolitan Planning Organization



Charles P. Boyles II, Executive Director
Charlottesville-Albemarle
Metropolitan Planning Organization



James Harrington, Chair
Staunton-Augusta-Waynesboro
Metropolitan Planning Organization



Bonnie S. Riedesel, Secretary/Treasurer
Staunton-Augusta-Waynesboro
Metropolitan Planning Organization



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

112 MacTanly Place
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

Policy Board Meeting Agenda November 1, 2023, at 10:00 a.m.

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

OR

Zoom Video Conference

Dial In (Audio Only): 1-301-715-8592 • Meeting ID: 853 8765 1524 • Passcode: 424129

1. Call to Order
2. Public Comment
3. Approval of Minutes of the September 6, 2023, Policy Board Meeting*
4. Presentation: I-81 Project Improvements Update - Dave Covington, I-81 Program Delivery Director, VDOT
5. SMART SCALE Policy Changes Update (Board Memo #23-06)
6. SAWMPO Walk-Bike Summit Update and Bicycle and Pedestrian Connectivity Study Briefing (Board Memo #23-07)
7. Agency Updates
 - VDOT
 - DRPT
 - BRITE & Afton Express
 - Localities
8. Other Business
9. Upcoming Meetings
 - November 15, 2023 – Technical Advisory Committee Meeting, CSPDC Office, 2:00 p.m.
 - December 6, 2023 – Policy Board Meeting, CSPDC Office, 10:00 a.m.
10. Adjournment

*Action Required

Policy Board Regular Meeting Minutes September 6, 2023, 1:00 p.m.

Central Shenandoah Planning District Commission*
112 MacTanly Place, Staunton, Virginia

Voting Members		Non-Voting Members		Others	
	City of Staunton		Shane McCabe (Alt)		Staff (CSPDC)
✓	Brad Arrowood, Vice Chair	✓	Cody Huffman (Alt)	✓	Bonnie Riedesel
✓	Amanda Kaufman		VA DRPT	✓	Ann Cundy
	Augusta County		Grace Stankus		Zach Beard
✓	Tim Fitzgerald		VRT	✓	Devon Thompson
✓	Carolyn Bragg (Chair)	✓*	Steve Wilson	✓	Paula Melester
	Jennifer Whetzel (Alt)		Phil Thompson (Alt)	✓	Ansley Heller
	Pam Carter (Alt)		Kevin Jones	✓	Allyson Finchum
	City of Waynesboro		FTA		
✓	Jim Wood		Chelsea Beytas		
✓	Todd Wood		VA DOA		
	Michael Hamp (Alt)		Rusty Harrington		
	VDOT		CTB		
✓	Todd Stevens		Mark Merrill		
✓	Adam Campbell (Alt)		Others		
✓	Don Komara (Alt)		Brad Reed, VDOT		
	Matt Dana (Alt)				
	✓* Indicates Zoom Participants				

Call to Order

Before the September 6, 2023, meeting of the Policy Board of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order, Ms. Bonnie Riedesel took a moment to introduce Ms. Carolyn Bragg. Ms. Bragg is taking over Chair responsibilities from Dr. Scott Seaton for Augusta County and will serve as SAWMPO Policy Board Chair until the end of the current term. Ms. Riedesel then introduced Allyson Finchum, a new Program Support Specialist. With Chair Bragg and Ms. Finchum introduced, Ms. Riedesel turned the meeting to the Chair and the SAWMPO Policy Board meeting was called to order at 1:04 p.m. by Carolyn Bragg, Chair. Pursuant to §2.2-3708.2 of the Code of Virginia, SAWMPO Policy Board members may participate in meetings of the SAWMPO or its committees through electronic

communication means. Those who attended virtually are indicated by an asterisk; all others attended in-person.

Public Comment

Chair Bragg opened the floor for public comment. There were no public comments.

Approval of Minutes

Chair Bragg presented the minutes from the August 2, 2023, Policy Board meeting. Mr. Todd Wood moved, seconded by Mr. Jim Wood, to approve the minutes as presented. The motion was carried by unanimous vote.

Approval of the FY24 Unified Planning Work Program (UPWP) Amendment (Board Action Form #23-10)

Chair Bragg reminded the members of the Policy Board that they were given copies of the FY 24 UPWP Amendment and that no comments were received on the document during its 21 days of public review. Chair Bragg asked for a motion to approve the FY 24 UPWP Amendment. Approval was offered by Mr. Todd Wood and seconded by Mr. Jim Wood. Chair Bragg asked if there was any discussion, being none, the motion was put to a vote and passed unanimously.

Approval of the FY 21-24 Transportation Improvement Program (TIP) Amendment (Board Action Form #23-11)

Chair Bragg reminded the members of the Policy Board that they discussed the FY 21-24 TIP Amendment at their last meeting and that it was released for 21 days of public comment. Chair Bragg reported that no comments had been received on the FY 21-24 TIP Amendment and asked for a motion to approve the Amendment. The motion was approved by Vice-Chair, Brad Arrowood and seconded by Mr. Todd Wood. Chair Bragg asked for any discussion, being none, the motion was put to a vote and passed unanimously.

Update: Afton Mountain Transportation Site Assessment (Board Memo #23-04)

Mr. Tim Fitzgerald gave the Policy Board an update on talks with the owner of the Afton Mountain Site. Mr. Fitzgerald explained that the project was a priority for the County.

Ms. Ann Cundy then gave an update on the MPO-funded transportation study taking place on Afton Mountain. She explained that the original scope of work for the site assessment included two transportation tasks. One task was to look at the site and nearby intersections from a vehicular circular standpoint and the second task was to look at the site from a bike and pedestrian access to the site. Ms. Cundy explained that the two tasks were taken from Augusta County's scope of work that was developed in 2020. A working group meeting to review the two tasks was held with staff from Augusta County, SAWMPO, City of Waynesboro, and Timmons Group. The next steps will be for SAWMPO to send out a notice to proceed for the scope of work to Timmons Group.

They will then go and do an onsite assessment, develop an inventory of existing conditions, and gather current traffic count data. Counts will take place during the week and weekend to capture recreational trips to the area. There will be an operational analysis for the current year and a future year, and if deficiencies are found improvements will be suggested. Timmons will also look at crash data from the last several years to see if any of their geometric improvements being made for operations could also improve safety issues at the



intersections. Timmons will also look at the planned improvements that the City of Waynesboro has in the vicinity of the site, particularly a western trail head for the Crozet Tunnel, and other connection points to nearby bicycle and pedestrian attractions. The task will ultimately provide up to three schematic drawings of proposed improvements with the hope being to use them for grant applications for funding. The work should only take about six months and then SAWMPO staff will pivot to updating the 2050 Long Range Transportation Plan in early 2024.

Mr. Fitzgerald suggested doing traffic counts before October to not have numbers inflated by tourists seeing the leaves change. Ms. Cundy noted that Timmons would be made aware of the concern.

Agency Updates

Staunton Augusta Waynesboro MPO (SAWMPO)

Ms. Riedesel reminded members of the Policy Board that on September 27th there will be a joint Charlottesville-Albemarle MPO and Staunton Augusta Waynesboro MPO meeting. The meeting will take place at 10:00 a.m. at Fishburne Military School in Waynesboro. This joint meeting will reestablish the annual Joint MPO Policy Board meetings that were disrupted due to the COVID-19 Pandemic.

Virginia Department of Transportation (VDOT)

Mr. Don Komara began the VDOT updates and provided the following:

- The groundbreaking of the southern corridor project began on Sept. 6th
- Staunton Crossing is moving along with most of the dirt needed to be moved.
- I-81 from milepost 221 to 225 should be started in the fall beginning with widening on the inside and an addition of barriers.
- The Barter Rd project will be opened for bids on September 22. There are several contractors bidding for it with the road closure likely to come in December 2023.
- Exit 235 at Weyers Cave, the South and North bound off ramps are moving along.
- VDOT is beginning to prepare for the snow removal season.

Mr. Campbell had no new updates but provided the following reminders:

- The Revenue Sharing and TA application window closes October 2nd.
- For Staunton and Waynesboro, the locality maintained HSIP application window closes on October 31st.

Department of Rail and Public Transportation (DRPT)

The Department of Rail and Public Transportation was not present at the September 6th Policy Board meeting and no DRPT updates were communicated to staff.



BRITE Transit

Ms. Devon Thompson gave the following BRITE Transit updates:

- CSPDC recently underwent a Federal Transit Administration Triennial Review. Triennial Reviews are conducted every three years and examine how recipients of Urbanized Area Formula Program funds meet statutory and administrative requirements, through 23 areas of compliance. In addition to evaluation, the review gives FTA an opportunity to provide technical assistance on requirements. The draft report has been completed by the reviewer and reviewed by PDC staff, and there were three findings (corrective action plans are being drafted as well). The final report will be complete towards the end of the year.
- The design and engineering phase of the Lewis Street Hub rehabilitation project continues to move forward. A certificate of appropriateness from the Staunton Historic Review Commission was issued. Currently, work is progressing on 90% design plans and preparing for the City plan approval process.
- To celebrate DRPT's Discover Transit Campaign in September, BRITE and AX are offering fare-free rides on Wednesday, September 20. We have also scheduled a pop-up event at the Lewis St Hub at the end of the month to hand out swag to passengers.
- Mrs. Thompson announced that she was pleased to have been selected as one of the 16 statewide fellows to participate in the Virginia Transit Association's inaugural year for the Virginia Transit Leadership Institute. VTLI is a groundbreaking program aimed at fostering the next generation of public transportation leaders in Virginia. The comprehensive nine-month program is designed to engage, elevate, and cultivate emerging leaders and provide a platform for them to collaborate with industry experts and drive innovation.
- BRITE and Afton Express attended Waynesboro's Back to School Bash at Kate Collins Middle School

Afton Express

Ms. Paula Melester gave the following Afton Express updates:

- Friday September 1st was Afton Express' 2nd birthday. As of August, there has been an average of 77 passenger trips per day with a few incidents of 96 passenger per day.
- There are a few consistent riders who are riding the recently added 5th run implemented earlier in the year. The PDC will be speaking with UVA to see if that additional run has been useful for their employees.
- Afton Express will continue having pop up events for Afton Express to celebrate Discover Transit month.
 - Sept. 14th at the UVA hospital stop.
 - Sept. 28th at the Staunton Mall stops.
 - Sept. 20th the Afton Express will be fare free.



Locality Updates

City of Waynesboro

Mr. Jim Wood gave the following update:

- Mr. Wood expressed his gratitude for everyone having joined the groundbreaking ceremony earlier in the morning.

Augusta County

Mr. Tim Fitzgerald gave the following update:

- The contract for the Verona Bike Pedestrian project was awarded and activity should begin shortly.

There were no updates from the City of Staunton and Chair Bragg opened the meeting for Other Business.

Other Business

Ms. Cundy reminded the Board that she sent them a copy of the drafted letter regarding the proposed changes to SMART SCALE and received no comments. Ms. Cundy confirmed that the lack of response is being taken as approval to continue and that the letter would be sent to the Commonwealth Transportation Board and Secretary Miller shortly.

Upcoming Meetings

Ms. Bragg announced that the next scheduled TAC meeting will be held on September 20th, 2023, at 2:00 p.m., and the next Policy Board meeting is scheduled for October 4th, 2023, at 10:00 a.m.

Meeting Adjournment

There being no further business to come before the Policy Board, Chair Bragg asked for a motion to adjourn the meeting. The motion was made by Mr. Jim Wood and seconded by Mr. Todd Wood. The meeting was adjourned at 1:47 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ann W. Cundy", written in a cursive style.

Ann W. Cundy
Director of Transportation



112 MacTanly Place
Staunton, VA 24401

Phone (540) 885-5174
Fax (540) 885-2687

TO: Staunton-Augusta-Waynesboro MPO TAC

FROM: Ann Cundy, Director of Transportation

MEETING DATE: November 1, 2023

RE: **Board Memo #23-06: Proposed SMART SCALE Policy Changes Update**

EXECUTIVE SUMMARY

The Commonwealth Transportation Board (CTB) is considering changes to the SMART SCALE project scoring process that will affect project eligibility in the SAWMPO region. VDOT Staunton District and MPO staff summarized the proposed SMART SCALE policy changes to the Policy Board at the August 2, 2023 meeting. The Board expressed concerns regarding several of the changes and directed staff to draft a letter to the CTB outlining the MPO's concerns. SAWMPO Board Chair Carolyn Bragg signed the letter on September 6, 2023.

During the October 20, 2023 CTB meeting, staff from the Office of Intermodal Planning and Investment (OIPI) and the Virginia Economic Development Partnership (VEDP) presented updates on the policy changes, including proposed revisions to the Economic Development performance measure.

PROPOSED SMART SCALE CHANGES AS OF OCTOBER CTB MEETING (NOT ALL INCLUSIVE)

Reducing the application cap

OIPI staff presented a modified recommendation to include three Tiers instead of two, and increase the new application cap from two to three applications for Tier 1 applicants like SAWMPO and its member jurisdictions.

	Tier	Localities	MPO, PDC, or Transit Agency	Max Pre-Applications	Max Full Applications
Existing	1	< 200,000	< 500,000	5	4
	2	>= 200,000	>= 500,000	12	10
	Option 1			4	3
				7	6
Option 3 (Revised Staff Recommendation)	Option 2 (Staff Recommendation)			3	2
				6	5
	1	< 100,000	< 250,000	4	3
	2	100,000 - 200,000	250,000 - 500,000	5	4
	3	>= 200,000	>= 500,000	7	6

[10.20.23 CTB WORKSHOP PACKET](#)

Defining eligible project types for High Priority Program (HPP)

OIPI and VDOT Central Office staff have presented concerns to the CTB that the HPP is funding smaller projects (less than \$10 million) that are not statewide or regionally significant. The Code of Virginia §33.2-370 defines the roadway types eligible for the program — Corridors of Statewide Significance and Regional Networks — not project types. The proposed change would limit the HPP Program to the following project types on Corridors of Statewide Significance and Regional Network roadways:

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

Land Use scoring factor changed to a multiplier

The land use factor would be eliminated as a stand-alone metric and become to a multiplier for other project benefits. OIPI Staff is concerned that the land use score is disproportionately impacting overall project scoring and selection. The other SMART SCALE scoring factor weights would be adjusted to account for the elimination of land use as a stand-alone factor. The OIPI recommendation is to split the 10% Land Use factor weight between Congestion Mitigation (5%) and Safety (5%) for Typology Area C (the SAWMPO, Staunton, Waynesboro, and Augusta County within the MPO).

Economic Development Measure ED.1 Changes

OIPI and VEDP staff presented a revised methodology for scoring projects based on their economic development benefit. For each SMART SCALE application, applicants currently enter parcels or sites that are zoned commercial or industrial, or are in the site development and review process. Transportation projects receive points depending on the size of the parcel, its phase of site development, and how directly the transportation improvement serves the parcel. VEDP presented a revised methodology for scoring projects under the ED.1 Measure:

Summary of ED.1 Recommendations

Score Calculation Step (Weight)	Process
1. Determine which sites are eligible	<ul style="list-style-type: none">▪ Commonwealth determines buffer based on Transportation Project Tier (Table 10.2 Site Eligibility by Transportation Project Tier in SMART SCALE Technical Guide)▪ Pull in VirginiaScan sites based on coordinates and buffer
2. Calculate estimated jobs and capital investment factors (Jobs: 40%, Capital Investment: 25%)	<ul style="list-style-type: none">▪ Input site characteristics (coordinates, acreage) into historical projects model▪ Determine estimated job creation and capital investment relative to all projects in the funding round
3. Calculate site funding factor (15%)	<ul style="list-style-type: none">▪ Sites that have received funding from GO Virginia, Tobacco Commission, or Virginia Business Ready Sites Program (VBRSP) receive the full weight of the funding factor
4. Calculate site visit factor (10%)	<ul style="list-style-type: none">▪ Determine the number of company and/or site selector visits that occurred on eligible sites for each project in the last three years
5. Calculate site readiness factor (10%)	<ul style="list-style-type: none">▪ Determine the eligible site with the highest VBRSP Tier<ul style="list-style-type: none">▪ Sites that are VBRSP Tier 4 or 5 receive 5 pts, Tier 3 receive 3 pts, Tier 2 receive 2 pts, Tier 1 receive 1 pt
6. Sum for ED.1 Measure (100%)	<ul style="list-style-type: none">▪ Add the scores from preceding steps

When OIPI staff evaluated the Round 5 projects using this proposed methodology, there were no change in outcomes for projects in the SAWMPO region, although the broader CSPDC region saw one project dropped. This is not necessarily indicative of how projects would score in Round 6, but does represent a shift in how applicants will manage their input of sites and tracking of site visits.

OIPI staff clarified that Step 3 in the table above can also include private, local and federal funding sources via manual entry in the application, in addition to the statewide programs listed. MPO staff have requested additional information on VEDP VBRSP sites in our region.

NEXT STEPS

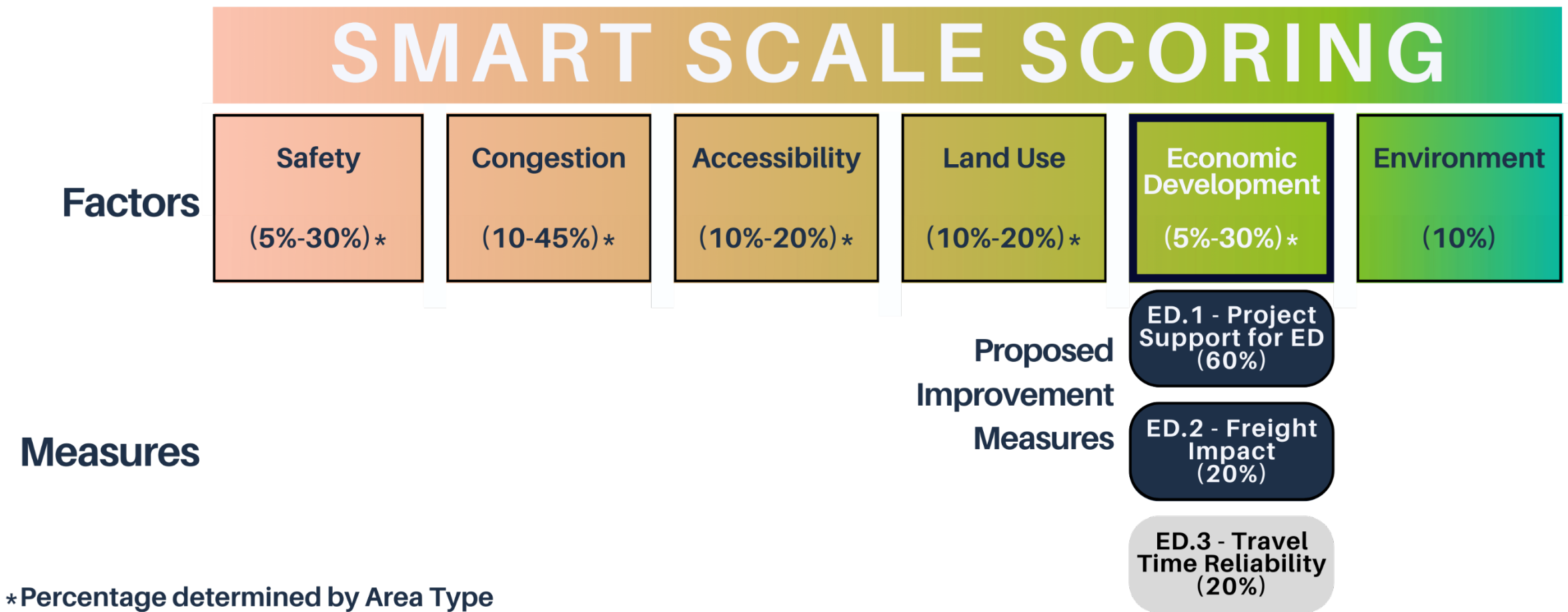
The CTB's next scheduled meeting is December 4, 2023; however, there is a possibility that they will also meet in November to continue discussing the SMART SCALE program. These meetings represent opportunities to provide comments directly to the CTB and Secretary of Transportation.

It is anticipated that the CTB will vote on the policy changes in the coming months prior to Round 6 opening for pre-applications in early 2024.

ATTACHMENT

SMART SCALE Process Review Round 5 Staunton Scenario Analysis

Economic Development Factor Background



Economic Development Factor Methodology Changes

- **Current ED.1 (Project Support for ED) scoring methodology does not incorporate key economic priorities**
 - Needs to better reflect best-in-class economic impact assessments currently used by VEDP
 - Process uses manual process of data entry by applicants and validation by Commonwealth
- **Proposed ED.1 scoring methodology will incorporate key economic priorities, including:**
 - Focus on sites that will attract growth industries, with the inventory captured in a statewide real estate database
 - Job creation and capital investments in sites
 - Estimates potential market demand of sites by including site visits
- **Proposed ED.2 (Freight Impact) scoring methodology focus proposed to shift from freight tonnage moved to freight volume moved**

Summary of ED.1 Recommendations

Score Calculation Step (Weight)	Process
1. Determine which sites are eligible	<ul style="list-style-type: none">Commonwealth determines buffer based on Transportation Project Tier (Table 10.2 Site Eligibility by Transportation Project Tier in SMART SCALE Technical Guide)Pull in VirginiaScan sites based on coordinates and buffer
2. Calculate estimated jobs and capital investment factors (Jobs: 40%, Capital Investment: 25%)	<ul style="list-style-type: none">Input site characteristics (coordinates, acreage) into historical projects modelDetermine estimated job creation and capital investment relative to all projects in the funding round
3. Calculate site funding factor (15%)	<ul style="list-style-type: none">Sites that have received funding from GO Virginia, Tobacco Commission, or Virginia Business Ready Sites Program (VBRSP) receive the full weight of the funding factor
4. Calculate site visit factor (10%)	<ul style="list-style-type: none">Determine the number of company and/or site selector visits that occurred on eligible sites for each project in the last three years
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6. Sum for ED.1 Measure (100%)	<ul style="list-style-type: none">Add the scores from preceding steps

ED.1 Questions from the September CTB Meeting

What are the available tiered properties in Virginia Scan?

Tiering System

- 1

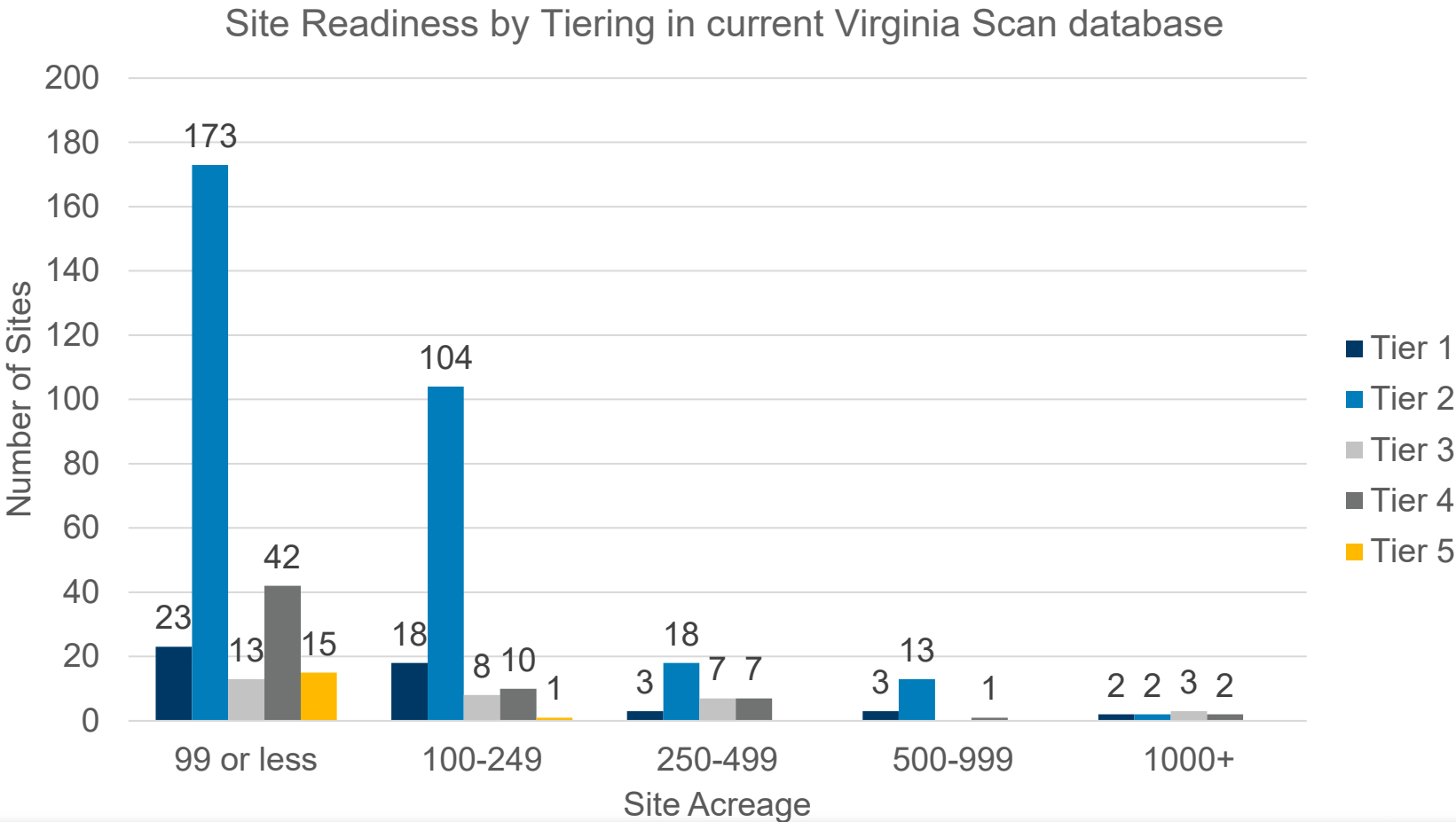
- Raw land with interested seller
 - Not zoned for economic development use
- 2

- Site marketed for development
 - Comp Plan is industrial or commercial land use
- 3

- Zoned for industrial or commercial land use
 - Preliminary engineering work completed
- 4

- Infrastructure permit issues identified
 - Plans for necessary infrastructure approved
- 5

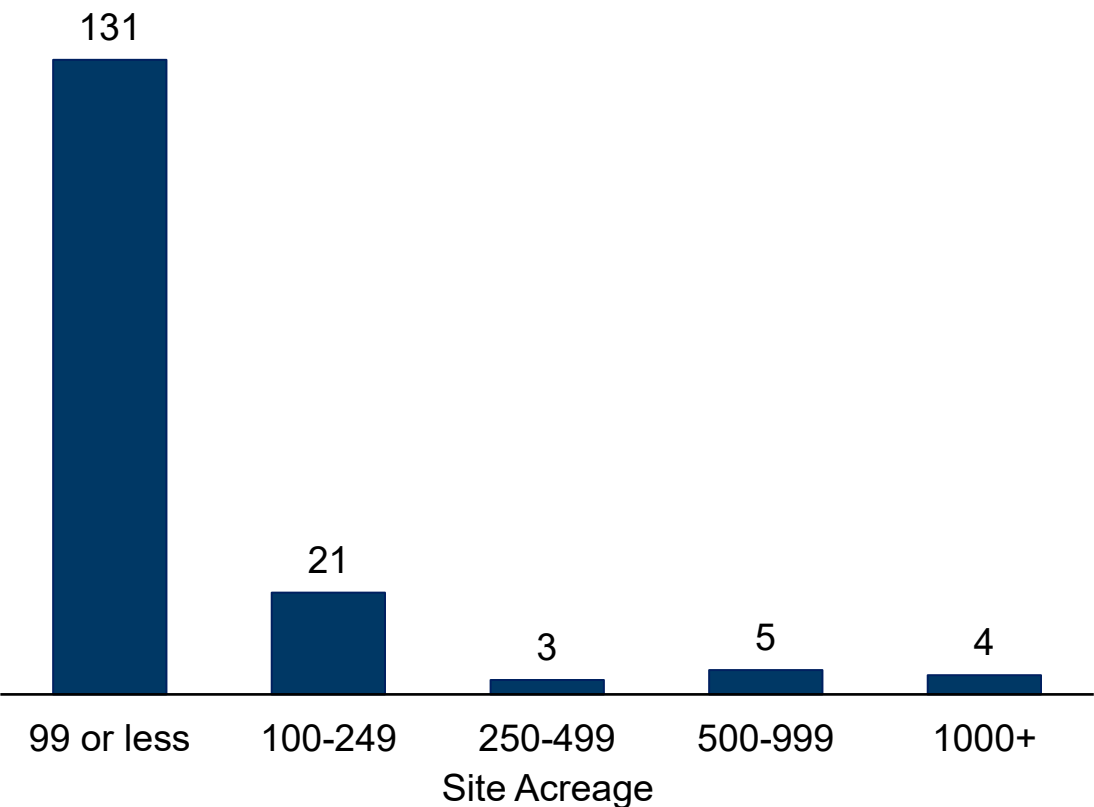
- "Shovel Ready" site cleared & rough graded
 - All site permits in place or identified



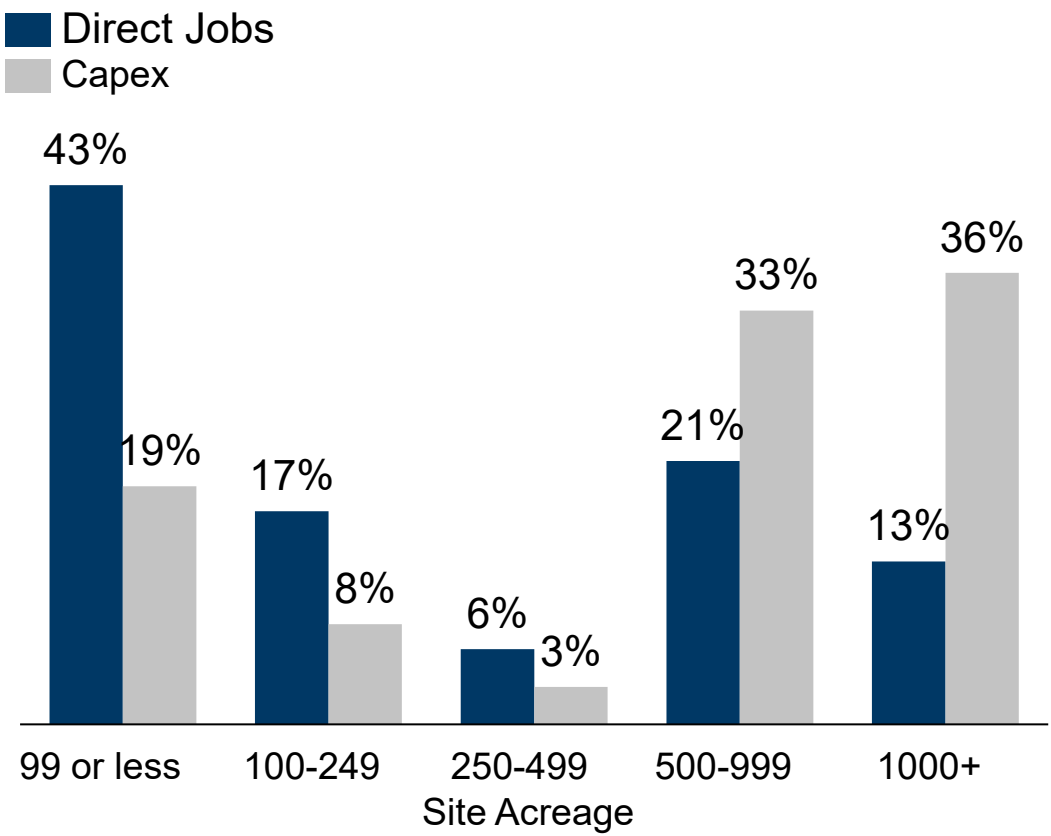
ED.1 Questions from the September CTB Meeting

What is the site demand for properties in Virginia?

Real Estate Demand – FY 2023



Potential Jobs and Capital Investment



ED.1 Questions from the September CTB Meeting

Could private, local, and federal funding be added to the scoring criteria?

- Initially, funding from GO Virginia, Tobacco Commission, or Virginia Business Ready Sites Program (VBRSP) was proposed to demonstrate a state priority.
- Quantifying private, local, and federal funding sources can be included as a manual entry in the application or as a field in the statewide property database for applicant entry.

Impact of Economic Development Changes

- **Top reasons for an increased ED.1 score:**
 - Additional sites were identified using VirginiaScan that the applicant did not include
 - Given land availability, rural areas often have stronger site opportunities
 - VirginiaScan better reflects the value of the site, aligning with the Commonwealth's development priorities
 - Est. jobs, capital investment, meeting market demand, etc.
- **Top reasons for a decreased ED.1 score:**
 - Validation of data using VirginiaScan resulted in sites showing fewer developable square feet than applicants claimed
 - If the property was not listed in VirginiaScan, likely did not have the potential to accommodate high-impact industries
- **ED.2 shift from tonnage to volume did not impact individual project scores but remains the recommended methodology**
- **Economic Development methodology was tested on all 394 applications and the scenario impact was 12 projects added and 9 projects removed**

Review Illustrative Impacts of Economic Development Scenarios Based on Round 5 Applications – Statewide Summary

	Individual Impacts						Cumulative Impacts	
	Official Round 5 Scenario*	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario F: ED.1 and ED.2	Scenario E (A+B+C+D): September Staff Recommended Changes	Scenario G (A+B+C+D+F): Final Staff Recommended Changes
Projects Added	-	1	20	5	27	12	28	30
Projects Dropped	-	25	6	5	48	9	67	69
Net SS Award (millions)	\$1,532.1	-\$9.7	\$78.2	\$28.0	\$25.1	\$58.3	\$35.2	\$41.3
Unallocated HPP (millions)	\$90.1	\$99.8	\$11.9	\$74.1	\$23.0	\$34.1	\$13.5	\$3.7

*Official Round 5 Staff Scenario funded 152 projects



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TO: Staunton-Augusta-Waynesboro MPO Policy Board

FROM: Zach Beard, Senior Planner

MEETING DATE: November 1, 2023

RE: **Board Memo #23-07: Regional Bicycle and Pedestrian Connectivity Study Overview**

BACKGROUND

The Staunton, Augusta County, and Waynesboro Walk-Bike Summit was held on October 20, 2023 in Waynesboro, and was sponsored by the SAWMPO, Augusta Health, the Shenandoah Alliance, the Shenandoah Valley Bicycle Coalition, and other regional organizations. The event highlighted the positive economic and health benefits of regional multi-modal projects, including Waynesboro's South River greenway. Participants indicated an interest in evaluating the feasibility of a continuous east-west bicycle and pedestrian connection between each MPO locality.

The MPO conducted a regional bicycle and pedestrian connectivity study in 2022. Given participant interest at the Summit, and the addition of new SAWMPO Policy Board members since the study was completed in 2022, MPO staff is providing a study overview.

BIKE-PED CONNECTIVITY STUDY

The SAWMPO Bicycle and Pedestrian Regional Connectivity Study evaluates the bicycle and pedestrian connectivity gaps between Staunton, Augusta County, and Waynesboro, and identifies preferred routes and potential facility types for the routes.

The Study Team evaluated the preferred routes based existing, funded, and proposed projects, and also on roadway and site characteristics such as traffic volume and population density. The [final report](#) describes the preferred routes, and a [companion online mapping tool](#) provides an interactive overview of each route below:

- **North Route:** New Hope – Saint James (New Hope-Saint James-Entry School)
- **Central Route:** U.S. 250 (U.S. 250 between the Staunton and Waynesboro City Limits)
- **South Route:** Barterbrook – Lyndhurst (Barterbrook-Ramsey-Tinkling Springs-Ladd-Lyndhurst)

The [MPO's Bicycle and Pedestrian website page](#) also provides links to the study, and other regional bicycle and pedestrian resources.

ATTACHMENTS

- [Bicycle and Pedestrian Study Final Report](#)
- [Bike & Ped Map Viewer Overview](#)
- [Bike & Ped Map Viewer 1.0](#)