



Technical Advisory Committee Meeting Agenda January 17, 2024, at 2:00 P.M.

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

OR

Zoom Video Conference

Dial In (Audio Only): 1-301-715-8592 • Meeting ID: 856 6422 5911 • Passcode: 880432

1. Call to Order
2. Public Comment
3. Approval of Minutes of the November 15, 2023 SAWMPO TAC Meeting*
4. SAWMPO 2024 Safety Targets (TAC Memo #24-01)
5. SMART SCALE Policy Changes Update – Brad Reed, VDOT Stanton District Planning
6. Virginia Breeze Presentation – Avery Daugherty, Statewide Programs Manager, DRPT
7. Agency Updates
 - a. VDOT
 - b. DRPT
 - c. BRITE & Afton Express
 - d. Localities
8. Other Business
 - Afton Mountain Study Update
9. Upcoming Meetings
 - February 7, 2024 – SAWMPO Policy Board, 10:00 a.m., via Zoom
 - February 21, 2024 – SAWMPO TAC, 2:00 p.m., via Zoom
10. Adjournment

*Action Required



**Technical Advisory Committee (TAC)
Regular Meeting Minutes
November 15, 2023, 2:00 p.m.**

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

Present (14):

Voting Members				Others	
City of Staunton		VDOT		Staff (CSPDC)	
✓	Jeff Johnston		Don Komara		Ann Cundy
✓	Rodney Rhodes		Adam Campbell (Alt)	✓	Zach Beard
	Tim Hartless (Alt)	✓	Cody Huffman (Alt)	✓	Devon Thompson
	Lyle Hartt (Alt)	✓	Shane McCabe	✓	Paula Melester
		VA DRPT			Ansley Heller
	Augusta County	✓*	Grace Stankus	✓	Allyson Finchum
✓	Doug Wolfe				
	Alidia Vane	Non-Voting Members			
	Elizabeth Goodloe (Alt)			Other attendees	
	Vacant (Alt)	VRT		✓	Sam Styers
	City of Waynesboro	✓*	Steve Wilson	✓	Shane McCabe
	Leslie Tate, Chairperson		Phil Thompson (Alt)	✓	Cody Huffman
✓	Alisande Tombarge	Federal Highway Admin.		✓	Matthew Warner (public)
✓	Scott Kesecker (Alt)		Kevin Jones	✓	Deena Warner (public)
	Chad Rambo (Alt)	Federal Transit Admin.			
			Michele DeAngelis		
		VA Dept. of Aviation			
			Rusty Harrington		

Call to Order

The meeting of the Technical Advisory Committee (TAC) of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 2:00 p.m. by Mr. Jeff Johnston, Vice-Chair.

Public Comment

Vice-Chair Johnston opened the floor for public comment.

Matthew Warner, 697 Alextine Drive, Staunton, spoke on behalf of residents of Greenspring Valley Subdivision who provided a letter to the City of Staunton requesting a study to install a traffic light at the intersection of Ritchie Boulevard, Statler Square and Greenville Avenue (Route 11) due to safety risks. The intersection is the main ingress/egress for the current 366 single-family home subdivision, adjacent apartments on Charles Street, a restaurant and commercial and the secondary access for a grocery store and additional commercial.

Mr. Warner provided a hand-out outlining information:

The intersection

- 4-way intersection.
- Statler Square Road feeds into the busy Kathy's Restaurant and businesses northward, including Taco Bell and Statler Square shopping center, which includes Kroger.
- Greenville Avenue is a major thoroughfare going southeast out of Staunton. It is a four-lane highway divided by a two-way turn lane.
- Ritchie Boulevard is a main ingress/egress for the Greenspring Valley subdivision, with approximately 366 single-family homes.
- The nearest traffic light and pedestrian crosswalk is .08 miles southeast at the intersection of Greenville Avenue, Statler Boulevard and Old Greenville Road.

The main safety risks

- *Left from Ritchie Road onto Greenville Avenue.* At busy times of day, the wait can be quite long for traffic to clear in both directions. Frustrated drivers sometimes cut through the parking lot behind the UPS store to the west to bypass and effect their own lefthand turns out of the strip mall parking lot.

-
- *Left from Greenville Avenue onto Ritchie Road.* In addition to risking a right-side collision from eastbound traffic on Greenville Avenue, drivers entering the two-way turn lanes often narrowly miss head-on collisions with eastbound drivers queuing for left-hand turns from Greenville Avenue to Statler Boulevard.
 - *Straight across from Ritchie Road to Statler Square.* This requires safely crossing four lanes. Drivers turning left from Ritchie Boulevard to Greenville Avenue are supposed to yield right-of-way but don't always do so.
 - No pedestrian crosswalks at the intersection.

VDOT responded that a 2019 STARS Study was conducted with recommendations to improve safety along the corridor. VDOT has access management standards with recommended spacing of 1,300 feet for traffic signals. Adding a signal at this location would require the replacement of another signal on Greenville Avenue at Old Greenville Road/Statler Boulevard so signals run in tandem.

Mr. Johnston stated that the Greenville Avenue project improvements are scheduled for 2025/2026.

Mr. Johnston commented that the City of Staunton and VDOT will work together to determine if a new traffic study can be conducted to provide current data to present alongside current information on the Greenville Road Improvement project at the public hearing scheduled between June and October 2024.

Mr. Beard added that the MPO will be starting the 2050 Long Range Transportation Plan in 2024 which is a twelve-to-eighteen-month process examining transportation needs and projects in the SAW region and another opportunity for citizens to participate.

Approval of Minutes

Vice-Chair Johnson presented minutes from the August 16, 2023 TAC Meeting.

Mr. Rodney Rhodes moved, seconded by Mr. Scott Kesecker, to approve the minutes of August 16, 2023, as presented. Motion carried unanimously.

SAWMPO Current Local Projects Spotlight Discussion

Staunton

Mr. Rodney Rhodes presented information on projects in Staunton:

- West Beverley Street Improvements:

-
- 1) Repaving 1.8 miles - West Frederick Street to western city limit.
 - 2) ADA ramp improvements at twelve interactions.
 - 3) Bike/pedestrian infrastructure improvements including sharrows and bike lanes.
 - 4) Sidewalk addition between Morris Mill Road and Grubert Avenue.
 - 5) Vehicular realignment, bike/pedestrian crossing improvements - Morris Mill Road intersection.

Augusta

Mr. Doug Wolfe presented information on projects in Augusta:

- *Verona Pedestrian Project (in construction)*. Transportation Alternatives Program funding sidewalks along Lodge Lane and Laurel Hill Road. Project funded over three grant cycles and one special funding addition totaling \$3,219,518.00.
- *Exit 235 Weyers Cave Access Improvements (in construction)*. Smart Scale 2016 (UPC 111055). Project improves traffic flow at the northbound and southbound I-81 ramps. Contract Award \$1.15M to General Excavation, Inc. Estimated completion June 2025.
- *Route 256 project UPC 119660 (in design)*. Exit 235 Weyers Cave – Access Improvements will be incorporated in the design of the larger Route 256 project. Project UPC 119660 is scheduled to begin construction in 2026 (\$8.5 million).
- *Woodrow Wilson Avenue (in design)*. Smart Scale project originating in the 2018 SAWMPO Small Area Study. 6700 vpd (2020). Combined projects estimate currently \$6.8M. Right turn lane onto US 250 westbound (towards Stanton). Free flowing right turn lane into Wilson complex from the east (Waynesboro). Roundabout at “The Y” (Hornet Rd / Vo-Tech Rd). Advertise for CN in 2025.
- *US 250 - Southern End*. Project includes right turn lane; relocation/rebuilding shared use path, dedication and separation of right turn with receiving lane.
- *US250 - Northern end*. Project includes inbound lane addition and roundabout.

Waynesboro

Mr. Scott Kesecker presented information on projects in Waynesboro:

- The Southern Connector construction is in progress.
- VDOT Economic Development Access Grant being considered by the city for an additional access road possibly off new southern connector.

-
- Governor Youngkin announced a major economic development project in Waynesboro on Shenandoah Village Drive (not transportation project).
 - A public information meeting for the West Main Street Streetscape Project was held. The project has 30% design plans to date. Construction is estimated to start in 2025.
 - East Main Streetscape Project and Roundabout acquiring design proposals pending cost evaluation.
 - Ms. Alisande Tombarge added information on HSIP. Waynesboro submitted applications for projects including intersections with pedestrian improvements and crosswalks, unsignalized intersection improvements, and curb delineation.

Presentation and Discussion: Proposed SMART SCALE Policy Changes Update (TAC Memo #23-07)

Mr. Zach Beard updated the TAC on 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 changes as of the October CTB Meeting include the following:

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.

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, and New Bridge.

Land Use scoring factor changed to a multiplier

The land use factor would be eliminated as a stand-alone metric and become a multiplier for other project benefits. OIPI Staff are 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, 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.

When OIPI staff evaluated the Round 5 projects using this proposed methodology, there were no changes 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 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.

Mr. Beard stated the CTB meetings represent opportunities to provide comments directly to the CTB and Secretary of Transportation. Comments should be submitted in writing before the CTB's next scheduled meeting on December 4, 2023. 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. Mr. Beard stated that staff reviewed all unfunded projects based on the proposed criteria and illustrated which projects would be eligible for

submission. Out of 86 projects there are 10-13 projects that would be eligible for HPP funding. Projects will be eligible for regional grant funding. A printout was provided to TAC.

Vice-Chair Johnston asked if there were any questions, and discussion about the proposed changes and SMART SCALE ensued.

Agency Updates

VDOT

Mr. Cody Huffman provided the following update:

- Outreach to localities will soon start for Round 6 of Smart Scale projects as pre-app submission deadline is in five months.
- I-81 from milepost 221 to 225 started right shoulder strengthening southbound. Construction occurring in Winter 23/24 and progressing rapidly in Spring 2024 beginning with widening on the inside and an addition of barriers.
- Exit 235 at Weyers Cave, turn lanes are complete.

DRPT

Ms. Grace Stankus provided the following update:

- Ms. Stankus provided the following: Applications for FY25 opens December 1st on new grant software - WebGrants. DRPT hosted two webinars at the end of October that provided an overview and changes of the new system. A recording is available on DRPT YouTube site.
- FY 24- FY27 STIP has been posted on the DRPT website including latest TIP amendment as of November 13th.

Transit

Ms. Devon Thompson provided the following BRITE update:

- BRITE again offered fare free rides on all routes (excluding Afton Express) on Election Day – Tuesday, November 7. BRITE routes serve many of the voting locations in Staunton, Waynesboro, and Augusta County.
- The Report Year 2023 National Transit Database (NTD) Submission was finalized and submitted prior to the October 31st deadline. Data reporting is required, and transit agencies report data on metrics such as Vehicle Revenue Miles, Vehicle Revenue Hours, Unlinked Passenger Trips, and Operating Expenses.

-
- The design and engineering phase of the Lewis Street Hub rehabilitation project continues to move forward. The city provided comments from the site plan review, and staff is reviewing those comments.
 - Implementation for BRITE’s mobile data collection system is underway. CSDPC, VRT, and consultant Kimley-Horn are working with Passio Technologies to install and implement MDCS on BRITE buses – the system will include tablets on the buses and back-end software needed to manage the data collection system. System information has been shared with Passio and they are building the information into their system, and equipment is being shipped.
 - In observance of the Thanksgiving holiday, there will be NO BRITE service on Thursday, November 23 (Afton Express will not operate Wednesday, November 22-Friday, November 24).

Ms. Paula Melester provided the following Afton Express update:

- Ridership is strong, averaging 77 passenger trips per day for the last three months. Expanding ridership beyond commuters with different utilization of the service to downtown and university areas.
- Survey is published and available online until December 15th. Hoping to reach all riders and others to determine their experience and best ways to expand and improve the service. Data is used for quantitative and qualitative record keeping and performance measures to determine destinations. Insights and responses will be included in the annual report distributed in January 2024.
- Working on Budgets for FY25.

Locality Updates

Waynesboro

Ms. Alisande Tombarge noted that Waynesboro submitted a Department of Transportation Thriving Communities Program Letter of Interest for funds of technical assistance on the western portal trail for Waynesboro east side to the Crozet Tunnel trail. MPO and VDOT are partners for the project.

Augusta

Mr. Doug Wolfe

The Comprehensive Plan update process has started. Currently in the process of Public Input meetings. The transportation elements include proposal for two interchange improvements; Exit 213 Greenville and Exit 235 Weyers Cave.



Other Business

None.

Upcoming Meetings

Vice-Chair Johnston stated that the Policy Board is scheduled to meet on December 6th and the TAC on December 20th.

Meeting Adjourned

The meeting was adjourned at 3:21 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Zach Beard".

Zach Beard, Senior Planner



TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Zach Beard, Senior Planner
MEETING DATE: January 17, 2024
RE: **TAC Memo #24-01: SAWMPO 2024 Safety Performance Targets**

EXECUTIVE SUMMARY

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 concur with VDOT's safety targets or set MPO-specific targets by February 29, 2024. There is no penalty for not meeting the targets.

STATEWIDE TARGETS

Approved Targets

In June 2023, the Commonwealth Transportation Board (CTB) approved OIPI's proposed methodology and statewide targets for calendar year 2024. OIPI's methodology establishes targets from statistical models that project future safety performance based on data variables and expected crash reductions from completed projects. Data variables include five-year trends of the annual number of fatalities, serious injuries, and non-motorized fatalities and serious injuries.

In 2024, OIPI projects 1,005 fatalities, 7,137 serious injuries, and 765 non-motorized fatalities and serious injuries statewide. The numbers reflect the following 2024 safety target percentages:

- Fatalities: Increase of 4.01%
- Serious Injuries: Decrease of 0.48%
- Non-Motorized Fatalities and Serious Injuries: Increase of 2.21%
- Vehicle Miles Traveled: Increase of 0.32%

Aspirational Goals

In 2023, the CTB determined that the anticipated safety target outcomes were unacceptable. As a result, the CTB established "Aspirational Safety Performance Goals" to be consistent with the State's 2022 – 2026 Strategic Highway Safety Plan, which establishes a goal to reduce fatalities and serious injuries by two percent annually. **Table 1** summarizes both the approved safety targets, and the aspirational goals for 2024.

Table 1: 2024 Approved Safety Targets and Aspirational Goals

Safety Measure	Approved Statewide Safety Targets	Aspirational Safety Performance Goals
Number of Fatalities	1,005	908
Rate of Fatalities per 100 million VMT	1.187	1.072
Number of Serious Injuries	7,137	6,935
Rate of Serious Injuries per 100 million VMT	8.429	8.191
Number of Non-Motorized Fatalities and Serious Injuries	765	642

SAWMPO TARGETS AND ACTUAL NUMBERS

The SAWMPO began setting safety targets in 2018 based on Virginia DMV data provided by OIPI. **Table 2** shows the SAWMPO’s proposed 2024 safety targets.

Table 2: Proposed 2024 SAWMPO Safety Targets

Safety Measure	Proposed 2024 SAWMPO Target
Number of Fatalities	8
Rate of Fatalities per 100 million VMT	.77
Number of Serious Injuries	99
Rate of Serious Injuries per 100 million VMT	9.7
Number of Non-Motorized Fatalities and Serious Injuries	8

Until 2020, the MPO’s actual number of fatalities, serious injuries, and non-motorized fatalities and serious injuries were below the state targets. However, both motorized and non-motorized fatalities have been increasing in the region since 2021. The MPO recorded 12 fatalities in 2021, which exceeded the annual safety target of 8 fatalities in the region.

Based on unofficial fatal injury data from VDOT’s PowerBI database, the SAWMPO had 18 total fatalities in 2022, which is the most fatal injuries in the MPO region since at least 2006. Moreover, unofficial data from January 1 through October 31, 2023 indicates the SAWMPO had 10 total fatalities, which already exceeds the annual target of 8 fatalities. Pedestrian fatalities also continue to increase, with four fatalities occurring in 2022, based on VDOT PowerBI. The increase in pedestrian fatalities follows a statewide trend of record numbers of non-motorized fatalities from 2020 to 2022; however, the Virginia DMV reported in October 2023 that pedestrian fatalities had decreased by 20 percent for the first nine months of 2023.

Despite the increasing trends, the number of severe injuries and non-motorized fatalities and serious injuries in the SAWMPO region remain near or below state targets. **Table 3** shows the MPO’s 2024 targets in relation to targets and actual numbers from previous years.

Table 3: Safety Targets and Actual Numbers, 2019 – 2024

	2019 Target	2019 Actual	2020 Target	2020 Actual	2021 Target	2021 Actual	2022 Target	2022 Actual	2023 Target	2023 Actual	2024 Target
Fatalities	9	5	10	4	8	12	7	18*	8	10**	8
Rate of Fatalities per 100 million VMT	.90	.49	.93	.45	.77	.71	.74	NA	.75	NA	.77
Serious Injuries	120	90	119	87	117	80	109	115	108	76	99
Rate Serious Injury Per 100 Million VMT	11.8	8.7	11.5	9.7	11.11	9.1	10.7	NA	10.1	NA	9.7
Non-motorized Fatalities and Serious Injuries	10	6 (1 fatal)	10	8 (0 fatal)	10	8 (3 fatal)	9	9 (4 fatal*)	9	6 (2 fatal)**	8

*Unofficial data from VDOT PowerBI

**Unofficial data from VDOT Power BI from January 1 through October 31, 2023

NEXT STEPS

The SAWMPO must concur with the proposed statewide targets by February 29, 2023 via the attached letter, and as in previous years, SAWMPO staff recommends concurring with the targets.

Staff will continue to monitor the crash data and work with the TAC to incorporate the data and recommendations from the 2023 SAWMPO Highway Safety Plan into the MPO’s 2050 Long Range Plan. The 2050 LRTP update will be an opportunity to focus on MPO’s safety goals, and priority projects in an effort to slow or reverse the region’s increasing fatality and serious injury trends.

ATTACHMENTS

- [Draft VDOT Safety Targets Letter](#)
- [CTB Safety Performance Targets Resolution, June 2023](#)



January 3, 2024

Mr. Stephen Read, P.E.
State Highway Safety Engineer
Traffic Operations Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Read:

The Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

By establishing MPO safety targets, we agree to plan and program projects to contribute toward reducing fatalities and serious injuries on the transportation system.

Future Target Annual Percent Changes

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the following table. Indicate the MPO's plan to adopt the statewide annual goal percent changes to set safety targets or to establish a different methodology.

- The MPO plans to adopt the statewide annual goal percent changes
- The MPO chooses to set safety targets using a different methodology

Target Description	*Statewide Annual Goal Percent Change	If Different Methodology, Enter MPO Annual Goal Percent Change
Fatalities	+4.01%	
Serious Injuries	-0.48%	
Non-Motorized Fatalities and Serious Injuries	+2.21%	
Vehicle Miles Traveled (VMT)	-0.32%	

*A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2022 to 2024

Additional Information on Methodology

Enter data analysis and summary information here if the statewide annual percent changes are not adopted. Other options could include a non-trendline-based analysis or a trendline-based analysis using five-year rolling averages, three-year rolling averages, or annual values.

2024 Safety Performance Targets

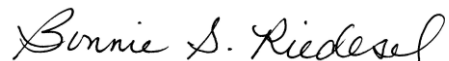
The following five-year average target values were calculated using the MPO annual goal percent changes or other methodology:

Target Description	Target Value
Fatalities	8
Fatality Rate	0.774
Serious Injuries	99
Serious Injury Rate	9.689
Non-Motorized Fatalities and Serious Injuries	8

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2024 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on **February 29, 2024**.

For questions or comments, please contact Ann Cundy at ann@cspdc.org or 540-885-5174 x116.

Respectfully,



Bonnie S. Riedesel, SAWMPO

bonnie@cspdc.org



Summary of Staff Recommendations

Problem	Staff Recommendation	Improvement
SMART SCALE scoring should be forward-looking.	<ol style="list-style-type: none"> 1. Calculate Congestion factor 40 7 years in the future 2. Utilize a forward-looking Economic Development measure 	<ul style="list-style-type: none"> • Better align with project design requirements that are based on future growth volumes and consider future economic growth. • Reflect best-in-class economic impact assessments currently used by VEDP to incorporate key economic priorities of the Commonwealth.
The HPP program is being used to fund both low-scoring and small projects.	<ol style="list-style-type: none"> 3. Refine High-Priority Projects Program (HPP) Eligibility and Eliminate Step 2 	<ul style="list-style-type: none"> • Clarify CTB Policy to ensure HPP projects are of statewide or regional significance. • Distribute all HPP program funds based on statewide rankings of SMART SCALE scores, rather than district-wide rankings.
Need to improve application quality and reduce quantity of applications	<ol style="list-style-type: none"> 4. Create a three-tier application limit 	<ul style="list-style-type: none"> • Focuses on applicant priorities to improve overall outcomes and increase application success rate.
There is a one-factor majority driving project benefits. Desire to add greater emphasis on Safety.	<ol style="list-style-type: none"> 5. Modify Land Use factor to a multiplier Remove Land Use Factor and modify factor weightings 	<ul style="list-style-type: none"> • Emphasize what the project's benefits are versus where the project is located. • Increase factor weightings in Safety and Congestion.

3. Refine High-Priority Projects Program (HPP) Eligibility and Eliminate Step 2

- **Refine the HPP definition to include “what” type of projects by feature type:**
 - New Capacity Highway improvements including adding **New Through Lanes**, **Roadway on New Alignment**, and **Managed Lanes (HOV/HOT/Shoulder)**, New Bridge
 - New or Improved Interchanges including New Interchange-Non-Limited Access Facility, Improve Grade-Separated Interchange, New Interchange-Limited Access Facility, and Ramp Improvements
 - Transit and Freight improvements including New or Improved Passenger Rail Stations or **Service or Corridor Improvements (including New Bridge)** Freight Rail Improvements, High-Capacity / Fixed Guideway Transit (**including Light Rail Transit or Bus Rapid Transit**), Transit Transfer Stations
 - **~~Revised to add~~ entire corridor** Improvements recommended as the preferred alternative in a STARS, Pipeline Study, or Arterial Management Plan, **or MPO/Transit/Local studies with equivalent study components; in coordination with the Commonwealth and is as defined as Regionally significant, in accordance with 23 CFR 450.104.**
- **Eliminate Step 2, which provides statewide HPP funds to projects based on district rankings**
 - ~~New process would distribute all HPP program funds based on statewide rankings of SMART SCALE scores~~

Testing Result: HPP average funded went from \$15.6M (30 projects) to \$31.8M (17 projects). All Bike & Ped PIT were removed from HPP funding. Bike & Ped PIT were reduced from 51 to 15 funded projects.

Activate Windows
Go to Settings to activate Windows.

5. Remove Land Use Factor to a Multiplier and Modify Factor Weightings

- Two Step Process

- Assign current Land Use factor weighting to other factor categories

Round 6 Board Approved Weightings					
Factor	Safety	Congestion	Accessibility	Economic Development	Environment
Type A	15% (+10%)	45%	25% (+10%)	5%	10%
Type B	20%	25% (+10%)	25% (+5%)	20%	10%
Type C	30% (+5%)	20% (+5%)	15%	25%	10%
Type D	40% (+10%)	10%	10%	30%	10%

Up to -5 Points

- ~~Use the normalized Land Use factor as a multiplier on all other benefits $(1 + \text{Normalized Score}/100)$~~

Testing Result: Dropped small (<\$10M) projects across all area types with a majority coming from Bike & Ped PIT and an average cost of \$8.2M. Added projects with a majority coming in area types C and D with the majority Highway PIT and an average cost of \$16.7M.

Activate Windows
Go to Settings to activate Windows.