



Policy Board Meeting Agenda February 3, 2021, 10:00 a.m.

Via ZOOM Video Conference Call

Web Link: <https://zoom.us/j/95304069040?pwd=UTdiQngvL2hMUWJPWXNoSGh0OQ3Aydz09>

Dial In (Audio Only): 1-301-715-8592

Meeting ID: 953 0406 9040

Password: 558464

1. Call to Order
2. Public Comment
3. Approval of Minutes of the December 2, 2020 Policy Board Meeting*
4. FY2022 FTA 5310 Application (Board Action Form #21-01)*
5. FY21 Small Area Study Overview (Board Action Form #21-02)*
6. FY2021 Safety Performance Targets (Board Memo #21-01)
7. FY2021 Unified Planning Work Program (UPWP) Budget Update (Board Memo #21-02)
8. Agency Updates
 - VDOT
 - DRPT
 - BRITE
9. Other Business
 - UVA Telework survey
10. Upcoming Meetings
 - February 17, 2021 – Technical Advisory Committee Meeting, via teleconference, 2:00 p.m.
 - March 3, 2021 – Policy Board Meeting, via teleconference, 10:00 a.m.
11. Adjournment

* Action Required



**Policy Board
Regular Meeting Minutes
December 2, 2020, 10:00 a.m.**

Via Zoom Video Conference Call
[Audio Recording of Call Click Here](#)

Present (19):

Voting Members		Non-Voting Members		Others	
	City of Staunton		VA DRPT		Others
✓	Carolyn Dull	✓	Wood Hudson	✓	Dave Covington, VDOT
✓	Steve Rosenberg		Grant Sparks	✓	Josh Dunlap, VDOT
	Leslie Beauregard (Alt)		VRT	✓	Lyle Hartt, City of Staunton
	Augusta County		Steve Wilson		Staff (CSPDC)
✓	Scott Seaton		Phil Thompson (Alt)	✓	Bonnie Riedesel
✓	Tim Fitzgerald		FHWA	✓	Ann Cundy
	Pam Carter (Alt)		Mack Frost	✓	Zach Beard
	City of Waynesboro		FTA	✓	Devon Thompson
✓	Bobby Henderson, Vice Chair		Michele DeAngelis	✓	Kimberly Miller
✓	Jim Shaw		VA DOA		
	Michael Hamp (Alt)		Rusty Harrington		
	VDOT				
✓	Randy Kiser				
✓	Adam Campbell (Alt)				
✓	Don Komara (Alt)				
✓	Matt Dana (Alt)				

Call to Order

The meeting of the Policy Board of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 10:02 a.m. by Mr. Bobby Henderson, Chairperson.

Approval of Minutes

Chairperson Henderson presented the minutes from the November 4, 2020 Policy Board meeting.



Dr. Seaton moved, seconded by Mr. Rosenberg, to approve the minutes as presented. Motion carried unanimously (7-0).

Consideration of the SAWMPO 2021 Meeting Schedule (Action Form #20-09)

Chairperson Henderson presented the 2021 Meeting Schedule. Ms. Cundy stated that each year the schedule of regular meetings of the SAWMPO is considered by the Board and published in December in accordance with the SAWMPO Public Participation Plan. She stated that for the foreseeable future, the meetings will continue to be held virtually by video conference call.

Dr. Seaton moved, seconded by Mr. Shaw, to approve the 2021 Meeting Schedule. Motion carried unanimously (7-0).

Consideration of the 2045 Long Range Transportation Plan (LRTP) (Action Form #20-10)

Chairperson Henderson presented the 2045 LRTP. Mr. Beard stated that the LRTP process, which began in March of 2019, is near the end. He stated that the document must be updated every five years and is a core requirement of an MPO. Mr. Beard stated that the primary outcome is to assess the region's transportation network over a 25-year period and identify projects for funding and construction over that period. He stated that drafts of the document have been reviewed with the Board and TAC since September. Mr. Beard stated that the TAC reviewed the final draft at their meeting in October, the Board reviewed it in November and released it to the 21-day public comment period. He stated that no comments were received during that time. Mr. Beard stated that all comments received during the entire process are included in Appendices D and E. He stated that the public outreach process is described in Chapter 2.

Mr. Beard stated that this is the first LRTP to be completed in-house. He thanked the LRTP Working Group, made up of the jurisdictions TAC members, VDOT and DRPT, and the VDOT District Planning staff for their assistance developing the region's first Travel Demand Model.

Mr. Beard stated that staff requests the Policy Board approve the final LRTP document. He stated that the document will be distributed to state (VDOT, DRPT) and federal (FHWA, FTA) agencies, and its completion will ensure that all three of our localities may continue to receive federal funding for their transportation projects.

In response to a question by Dr. Seaton, Ms. Cundy stated that BRITE funding reflected in the Plan includes only services within the Staunton, Augusta County and Waynesboro area, and that the Afton Express service is not included in this document.

Dr. Seaton moved, seconded by Mr. Fitzgerald, to approve the 2045 LRTP. Motion carried unanimously (7-0).



FY2021 UPWP Budget Update (PB Memo #20-25)

Chairperson Henderson presented the UPWP Budget Update. Ms. Riedesel stated that the memo summarizes spending activities as compared to budget for the fiscal year 2021 as of October 31st. She stated that spending is on-track and approximately \$64,000 has been spent so far.

Presentation: Interstate-81 Corridor Improvement Plan Updates – Dave Covington, P.E., I-81 Program Delivery Director, VDOT

Chairperson Henderson presented the I-81 Corridor Improvement Plan Updates presentation. Mr. Kiser introduced Mr. Dave Covington, I-81 Program Delivery Director for the 325-mile corridor that goes through three VDOT construction districts. He stated that Mr. Covington assumed the leadership role last fall and lives within the SAWMPO, in Stuarts Draft. Mr. Kiser stated that Mr. Covington has design, construction and maintenance experience. He stated that Mr. Covington's most notable project within VDOT was the very complex Route 29 Solution project which he delivered under budget and way ahead of schedule.

Mr. Covington stated that he would discuss both historical and current status of the I-81 Improvement program. He stated that the information is available on the Improve81.org website, which is a resource for localities and the public.

Mr. Covington started by discussing the impact of COVID-19 on the corridor; a full recovery to 2019 traffic volume has not yet been achieved. He discussed the core benefits of the I-81 Improvement program: enhanced safety, reduced congestion and economic development. Mr. Covington stated that there are 56 capital projects; 16 are programmed for 2023 and beyond, 8 projects have been completed, five of which were in the Staunton district, and the remaining 32 projects are in some part of the design phase. He discussed the categories of improvements that the capital projects address. Mr. Covington stated that operational improvements are also planned which are quick to implement with relatively low cost and high return on investment. He stated that there are three planned operational studies with potential future improvements: 1) truck parking, 2) speed enforcement and 3) multimodal improvements. Ms. Riedesel stated that Zach represents the SAWMPO region on the truck parking task force. Mr. Beard stated that he will be sending a request for input to the localities regarding truck parking to share with the task force. Ms. Riedesel noted that the Chairman of the Commission, Mr. Frank Friedman, represents the region on the I-81 Advisory Committee.

Mr. Covington provided an update on the status of projects by district, Bristol, Salem and Staunton. He stated that in the Staunton district there are 16 projects, a mix of small and large projects. Within the Staunton District, Mr. Covington showed a timeline of expected project construction. He discussed the role of the I-81 Advisory Committee and the members on the committee. Mr. Covington discussed sources of funding which come from truck fees, regional fuels tax, and statewide road and diesel tax. He stated that project status and schedules are on the Improve81.org website, with project details being searchable on an interactive project map. Mr. Covington discussed that next steps and VDOT contacts for the I-81 Corridor Improvement Program. He asked if there were any questions; there were none. Ms. Cundy stated that she would send out the presentation to the Board members. Presentation attached to file minutes.



Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Campbell shared the following updates:

- The SMART SCALE applications are in the process of being scored and validated. Final scores and the funding scenario are expected in January.
- VTRANS Needs Prioritization process – OIPI held a series of webinar workshops and comments were accepted through the end of November. The CSPDC submitted a letter with some valid questions and concerns to OIPI. The CTB is expected to approve the process this month, depending on the amount of comments received across the state.
- STARS study updates – the Staunton Downtown Intersection study is well underway. The study focus is to select intersections in downtown and an additional three intersections on West Beverley Street. Count data has been collected and existing conditions analysis will begin next.

Mr. Komara gave the following updates:

- Bell Creek (at Jake's Store) bridge project is progressing well and is on-schedule; the east bound abutment is complete. The detour will likely end in April-May, 2021.
- Waynesboro Park & Ride Lot was advertised; there were eight bidders, the lowest being Plecker Construction Company in Staunton at just over \$1.02 million. Construction is expected to begin in the spring and completed in the summer of 2021.
- Rt 340 safety improvement project will widen the shoulder similar to the Buffalo Gap project.
- Weyers Cave – right turn lanes will be extended so as not to interfere with Route 11 traffic; will be advertised in spring 2021.
- Mill Place dual left into the industrial park in Verona will go out for advertisement next fall.
- Crozet Tunnel is open to the public.
- Other maintenance in the district is underway; i.e. paving, grading of dirt roads, and snow removal contracts.

Mr. Kiser gave the following updates:

- A virtual six-year plan public hearing was held last week just prior to the November 24 CTB meeting; public comments may be submitted through tomorrow, December 3rd.
- The 2020 spring public hearing was cancelled due to not knowing what the revenue situation would be. The six-year plan is being updated with the biggest change being reallocation of previously provided revenue sharing, close to \$500 million, and using those funds for existing projects to keep them on-schedule and on-budget.
- The CTB announced the appointment of Mr. Mark Merrill, a former CEO and President of Valley Health in Winchester to replace Mr. Dixon Whitworth, who retired.

Department of Rail and Public Transportation (DRPT)

Mr. Hudson gave the following update:



- FY22 MERIT grant cycle for transit capital operating and special programs opened yesterday with a virtual grantee meeting; the portal is currently open and will remain available through February 1st, 2021.
- The FY21 SYIP will be considered by the CTB at their December meeting.

BRITE Transit

Ms. Thompson gave the following update:

- BRITE will begin entering applications on the DRPT portal shortly for FY2021 funding.
- Included in the draft SYIP are the Afton Express service and ITS Phase I funding which the CTB will consider at its December meeting.
- Holiday hours are being implemented for Thanksgiving, Christmas and New Year's holidays.
- The inclement weather notification plan is updated and tested annually by the BTAC; the plan has reviewed and updated and a test has been conducted.
- BRITE usually participates in the local Christmas parades, which have been cancelled this year. BRITE will instead participate in Staunton's Festival of Lights with a festively lighted bus stop shelter.

Other Business

Chairperson Henderson presented other business. Ms. Cundy stated that upon reviewing the VTrans methodology for prioritizing the needs and then the actual prioritization, staff decided to submit feedback to OIPI during the comment period. She stated that more information is needed as to how OIPI would make funding available for VDOT-led studies. Ms. Cundy stated that if a VTrans need is not a high priority, it may not be eligible for something like a STARS study, but more clarification is needed on whether the lower priority needs would be eligible for study funding. She stated that the Tier I and II priority needs that OIPI identified are corridors and locations that we have already studied, either with MPO funding or VDOT funding through the STARS program. She stated that requests for clarification were sent by the SAWMPO, Harrisonburg-Rockingham MPO, and the Virginia Association of MPOs.

Upcoming Meetings

Chairperson Henderson mentioned the upcoming TAC meeting on December 16th and the next Board meeting scheduled to be held on January 6th at 10:00 a.m. Both meeting will be held via video conference.

Meeting Adjournment

There being no further business to come before the Policy Board, Chairperson Henderson adjourned the meeting at 10:48 a.m.

Respectfully submitted,

Ann W. Cundy
Director of Transportation



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

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Staunton, VA 24401

Phone (540) 885-5174
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TO: Staunton-Augusta-Waynesboro MPO TAC
FROM: Ann Cundy, Director of Transportation
MEETING DATE: February 3, 2021
RE: **Board Action Form #21-01: FY2022 FTA 5310 Heart Havens
Application for Capital Assistance**

RECOMMENDATION

Recommend that the Policy Board endorse the 5310 application for Heart Havens, and include the project in the SAWMPO TIP if awarded.

EXECUTIVE SUMMARY

The SAWMPO is required to maintain a Transportation Improvement Program (TIP) that identifies all federal transportation funding in the MPO region. Every year, the FTA 5310 program provides federal funding for capital and operational transportation assistance for the elderly and persons with disabilities through local non-profit organizations.

In the SAWMPO, there is one non-profit applying for capital assistance under the program in FY22. FTA 5310 applications do not require a financial commitment from the MPO.

CAPITAL ASSISTANCE

Federal dollars approved for FTA 5310 capital assistance require a 20% applicant match. Heart Havens, a non-profit providing transportation support for adults with a developmental disability at their Stuarts Draft facility, is requesting funding to purchase one 9-passenger van with a handicap-accessible lift.

DRPT and the providers request that the MPO include the 5310 projects in the TIP if the applications are funded. The letter requesting 5310 funds is included with this memo.

ATTACHMENT

[Heart Havens 5310 Application Notification Letter](#)



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TO: Staunton-Augusta-Waynesboro MPO TAC
FROM: Zach Beard, Transportation Planner
MEETING DATE: February 3, 2021
RE: **Board Action Form #21-02: FY 2021 Small Area Study Statement of Need**

RECOMMENDATION

Recommend that the Policy Board approve the proposed FY21 Small Area Study.

EXECUTIVE SUMMARY

The SAWMPO 2045 Long Range Transportation Plan (LRTP) and the Augusta County Comprehensive Plan identify capacity and safety needs along VA 256 (Weyers Cave Road) in the vicinity of I-81 Exit 235 between US 11 and VA 276 (Keezletown Road) in Weyers Cave. This Small Area Study will identify and evaluate moderate-cost, mid-term solutions to periodic congestion at the Exit 235 Interchange, and anticipate long-term corridor needs and intersection configurations to accommodate future growth in the vicinity of the interchange.

A Central Shenandoah Planning District Commission (CSPDC) On-Call Consultant will develop a Scope of Work detailing the study tasks, and develop a final deliverable with recommendations including planning level sketches and cost estimates. The study is anticipated to start in Spring 2021 and be complete in Fall 2021.

STUDY PURPOSE

The purpose of this study is to evaluate the existing and future conditions near the I-81 Exit 235 interchange on VA 256 from US 11 to VA 276. The study will develop a set of mid- and long-term recommendations for improvements to address multi-modal operational issues in the study area.

The mid-term recommendations will focus on effective solutions to improve operational conditions by examining signal timing adjustments, modification of intersection geometry, innovative intersections, and access management improvements.

The long-term analysis will consider adding capacity to the existing two-lane interstate bridge, including bicycle and pedestrian accommodations, and design alternatives such as innovative intersections, for operational improvements at the Exit 235 interchange. The future scenario will consider where additional growth occurs as anticipated by the County's Comprehensive Plan to inform a future Interchange Modification Report (IMR).

STUDY NEED

Weyers Cave is a Designated Growth Area in Augusta County, and VA 256 is a two-lane minor arterial serving regional destinations such as Blue Ridge Community College (BRCC) and the Shenandoah Valley Regional Airport. During current AM and PM peaks, VA 256 from US 11 to VA 276 experiences eastbound and westbound queues on the interstate bridge, making it difficult to turn left onto the Exit 235 southbound ramp, and to access US 11.

The Study area is projected to experience modest growth, and there is potential for new commercial and industrial development to accelerate due to an adjacent 514-acre tract of zoned industrial land, and also the continued growth of BRCC and the Airport.

In June 2020, the Airport announced approximately \$5 million in planned investment to construct nearly 25,000 square feet of new hangar and office space and create up to 75 jobs. The study area is expected to experience an unacceptable Level of Service (LOS) by 2035, according to the 2015 Augusta County Comprehensive Plan.

Previous Plans and Projects

The SAMWPO 2045 LRTP and the 2015 Augusta County Comprehensive Plan identify operational and safety needs in the study area, and the need for long-term improvements along VA 256, such as increasing the capacity of the two-lane road and bridge. VTrans 2045 highlights Capacity Preservation needs on US 11 and Route 256.

Augusta County has submitted four Smart Scale applications addressing congestion in the study area (see **Table 1**). Of those, the FY21 Round 4 application is in the scoring phase, and the FY18 project was approved for funding; the other two projects were not approved. The approved I-81 Exit 235 Access Improvements Construction application addresses some of the needs in the study area, and will construct approximately 250' of right turn lane on Rt. 256 extending to Rt. 11 and the I-81 Southbound ramp, and also approximately 300' of right turn lane with taper on Rt. 256 to the northbound ramp. The funded turn lane improvements will be included in the Study analysis.

Table 1: Smart Scale Applications

Application	Description	Fiscal Year	Funding Status
Weyers Cave Road (Rt. 256) Turn Lane Project	Improve Weyers Cave Road (Rt. 256) from the northbound I-81 ramps to Triangle Drive by adding a median, turn lanes and a shared use path. Project includes the construction of a new park and ride facility (50 spaces).	2020, 2022	No, pending
Weyers Cave Road (Rt. 256) Widening Project	Widen Weyers Cave Road (Rt. 256) to a four-lane divided roadway section with a 10' wide shared use path from the eastern Interstate 81 ramps to just west of Houff Lane. This project includes approximately 0.8 of a mile of road improvements, as well as the construction of a park and ride lot at the interstate interchange.	2018	No
Interstate 81 Exit 235 Access Improvements	Construction of turn lanes on to Interstate 81 at Exit 235 Northbound and Southbound from Weyers Cave Road (Rt. 256)	2018	Yes

Mid- and Long-Term Needs

The area may require major long-term improvements such as expanding the number of lanes on Route 256, reconstructing the Route 256 bridge over the interstate, and ramp connection

improvements to Route 256. Changes to interstate intersection configuration, such as bridge replacement, require that an Interchange Modification Report (IMR) be submitted to VDOT and the Federal Highway Administration (FHWA) to determine the most appropriate improvement strategy.

Bridge replacement is based on bridge condition and obsolescence. VDOT assesses bridges from 0 (failed condition) to 9 (excellent). Currently, the Route 256 bridge condition rating is 7 for deck, 5 for superstructure, and 6 for substructure, with an overall sufficiency rating of 62.7. Based on these ratings a replacement or major rehabilitation project will be necessary in 5 - 20 years.

As a result of the uncertainty of the bridge replacement timeline, the Study will identify both mid-term and long-term improvements. Mid-term improvements, such as signal operations, are cost-effective and can be implemented without an IMR, while the long-term intersection and road improvements can anticipate improvements that will be identified in the IMR.

3. TASKS AND DELIVERABLES

The consultant, selected from the CSPDC's on-call list, will be responsible for developing the Scope of Work, tasks, and deliverables, to include existing conditions analysis, modeling and data analysis, recommendations, and cost estimates.

The deliverable will be a technical document highlighting both mid- and long-term improvements that Augusta County and VDOT can use to evaluate operation improvements within the corridor to reduce vehicle delays, increase throughput, and identify funding opportunities. A one-page summary for each recommendation will include a detailed project sketch with aerial image, planning level cost estimate, and final takeaways.

4. NEXT STEPS

SAWMPO Staff requested that the TAC review the proposed components of the FY21 Small Area Study. Pending approval of the proposed study from the Policy Board, staff will begin the first steps of administering the project.





TO: Staunton-Augusta-Waynesboro MPO TAC
FROM: Zach Beard, Transportation Planner
MEETING DATE: February 3, 2021
RE: **Board Memo #21-01: 2021 SAWMPO Safety and System Performance Targets**

EXECUTIVE SUMMARY

In accordance with MAP-21, the Federal Highway Administration (FHWA) set National Performance Measures for Safety in 2016, and System Performance and Asset Management in 2017. Safety targets must be updated annually, while System Performance and Asset Management targets must be updated every four years. VDOT requested and received permission from FHWA to adjust the statewide bridge condition target for this year.

As with targets from previous years, staff recommends concurring with the statewide targets. There is no penalty for not meeting the targets.

SAFETY PERFORMANCE TARGETS

In June 2020, the CTB approved OIPI's recommendation to set statewide targets in accordance with a trendline methodology that uses percent reductions for the number and rate of fatal crashes, serious injury crashes, and bicycle and pedestrian crashes. OIPI combines model baseline predictions with a project's anticipated crash reduction (SMART SCALE & HSIP), and the new legislation banning using a handheld device while driving, to develop the statewide 2021 Safety Performance Targets.

In 2021, OIPI projects 912 fatalities, 7,533 Serious Injuries, and 760 Non-motorized Fatalities and Serious Injuries statewide, which are reflected in the following safety target percentages:

- Fatalities: Increase of 3.2%
- Serious Injuries: Decrease of 1.46%
- Non-Motorized Fatalities and Serious Injuries: Decrease of .08%
- VMT: Increase of 1.07%

SAWMPO Targets and Actual Numbers

The SAWMPO's 2015 – 2019 five-year average fatality and severe injury rate is lower than the statewide targets, with rates for both decreasing since 2017, while the number of non-motorized fatal and severe injuries is slightly higher than the target. The average increase in non-motorize crashes is mostly due to an increase in 2019; previously, the MPO was below the annual targets.

Since the MPO began setting targets in 2018, the MPO has been below each target, with the exception of the non-motorized category, which was slightly higher in 2019, and is projected to again surpass the target in 2020 (see **Table 1**).

Table 1 below compares the annual safety targets and the actual numbers since the MPO began targets in 2018.

Table 1: Projected Safety Targets and Actual Numbers, 2018 – 2021

	2018 Target	2018 Actual	2019 Target	2019 Actual	2020 Target	2020* Actual	2021 Target
Fatalities	9	4	9	6	10	3	8
Rate of Fatalities per 100M VMT	.88	.40	.90	.59	.93	.33	.77
Serious Injuries	121	111	120	81	119	66	117
Rate Serious Injury Per 100M VMT	12.12	11.16	11.85	7.81	11.58	6.42	11.11
Non-Motorized Fatalities/Serious Injuries	10	6	10	11	10	9	10

*Data from January 1 - September 30, 2020

BRIDGE CONDITION TARGET

On September 16, 2020, the CTB approved an adjustment to Virginia’s 4-year target for one federal performance measure: percentage of deck area of bridges in good condition (National Bridge Inventory (NBI) on the National Highway System (NHS). The adjustment changes the previously established statewide target from 33% to 30.5% of deck area of bridges in good condition.

ATTACHMENT

[SAWMPO letter of concurrence with State safety targets](#)

[SAWMPO letter of concurrence with adjustment of State bridge condition target](#)





TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Bonnie Riedesel, SAWMPO Secretary/Treasurer
MEETING DATE: February 3, 2021
RE: **Board Memo #21-02: FY 2021 Unified Planning Work Program (UPWP) Budget Update**

EXECUTIVE SUMMARY

The UPWP is the spending plan for the MPO for the fiscal year (July 1 – June 30). Below is an update on spending by the MPO as of December 31, 2020. Spending is shown by task and by VDOT and DRPT funding.

EXPENSE SUMMARY BY TASK	UPWP	12/31/20	BALANCE	%
		YTD		
710.1 Program Support & Administration	57,000	22,759	34,241	60%
710.2 Public Participation & Outreach	22,500	9,380	13,120	58%
711 Long Range Transportation Planning	59,000	33,145	25,855	44%
712 Short Range Transportation Planning	74,000	8,215	65,785	89%
713 Local, State, and Federal Assistance	27,500	18,231	9,269	34%
714 Transit Planning	43,924	368	43,556	99%
Contingency - Highway	60,268	-	60,268	100%
TOTAL	\$ 344,192	\$ 92,099	\$ 252,093	73%
TOTAL EXCLUDING CONTEGENCY	\$ 283,924	\$ 92,099	\$ 191,825	68%

All expenses are allocated according to the UPWP allocation percentages:

FUNDING BY TASK AND SOURCE	VDOT	DRPT	TOTAL
710.1 Program Support & Administration	70%	30%	100%
710.2 Public Participation & Outreach	62%	38%	100%
711 Long Range Transportation Planning	71%	29%	100%
712 Short Range Transportation Planning	68%	32%	100%
713 Local, State, and Federal Assistance	55%	45%	100%
714 Transit Planning	0%	100%	100%
Contingency - Highway	100%	0%	100%

Press Release:

During the past year working remotely has become a standard routine for many Americans. Global Workplace Analytics, a national research firm, estimates that 25-30% of the workforce will be working from home multiple days a week by the end of 2021. While many see this as a great advantage, especially in rural communities, teleworking can present unique challenges such as distracting environments, unreliable internet access and lack of ergonomic equipment and furniture for many employees.

To potentially assist area residents with these challenges, the Central Shenandoah Planning District Commission (CSPDC), in cooperation with the University of Virginia (UVA) and the Thomas Jefferson Planning District Commission (TJPDC) is conducting a public survey to determine the need for a Coworking Space located in the Fishersville area. This survey will ascertain the demand for a Fishersville collective workspace that would include:

- Convenient access to major highways and Interstate 64
- Private secured offices or shared work areas
- Reliable high-speed internet access
- Communal office amenities
- Free onsite parking

The short survey is available at the following link

https://virginia.az1.qualtrics.com/jfe/form/SV_bCRHqHSsg2FFkQ5 and will remain open through February 22nd. Responses to this survey will assist decision makers in further developing this potential Coworking Space.