



## **Technical Advisory Committee Meeting Agenda January 20, 2021 at 2:00 p.m.**

Via ZOOM Video Conference Call

Web Link: <https://zoom.us/j/92314044862?pwd=dDBLVThLRm9YSVp5M1o5Zkg1N0ZjZz09>

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

Meeting ID: 923 1404 4862 ▪ Password: 608183

1. Call to Order
2. Public Comment
3. Approval of the Minutes of the November 18, 2020 TAC Meeting\*
4. FY22 5310 Application (TAC Memo #21-01)
5. 2021 MAP-21 Safety and System Performance Targets (TAC Memo #21-02)
6. FY21 Small Area Study (TAC Memo #21-03)
7. Agency Updates
  - a. VDOT
  - b. DRPT
  - c. BRITE
8. Other Business
9. Upcoming Meetings
  - February 3, 2021 – Policy Board Meeting, via videoconference, 10:00 a.m.
  - February 17, 2021 – TAC meeting, via videoconference, 2:00 p.m.
10. Adjournment

\* Action Required

## Technical Advisory Committee (TAC) Regular Meeting Minutes November 18, 2020, 2:00 p.m.

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

### Present (17):

Voting Members				Others	
	<b>City of Staunton</b>		<b>VDOT</b>	✓	Scott Seaton, Augusta County
✓	Rodney Rhodes		Don Komara	✓	Katie Schwing, OIPI
✓	Jeff Johnston	✓	Adam Campbell (Alt)	✓	Bill Bushman, Hurt & Proffitt
	Tim Hartless (Alt)	✓	Josh Dunlap (Alt)		
	Lyle Hartt (Alt)		<b>VA DRPT</b>		<b>Staff (CSPDC)</b>
	<b>Augusta County</b>	✓	Wood Hudson	✓	Ann Cundy
✓	Leslie Tate, Vice Chair		Grant Sparks (Alt)	✓	Zach Beard
✓	Doug Wolfe	<b>Non-Voting Members</b>		✓	Devon Thompson
	Jeff VanFossen (Alt)		<b>VRT</b>	✓	Kimberly Miller
	Vacant (Alt)		Steve Wilson		
	<b>City of Waynesboro</b>	✓	Phil Thompson (Alt)		
✓	Todd Wood, Chairperson		<b>Federal Highway Admin.</b>		
✓	Luke Juday		Mack Frost		
	Kira Johnson (Alt)		<b>Federal Transit Admin.</b>		
	Brian McReynolds (Alt)		Michele DeAngelis		
			<b>VA Dept. of Aviation</b>		
			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 Chairperson, Mr. Todd Wood.

### Approval of Minutes

Chairperson Wood presented minutes from the September 16, 2020 TAC Meeting.

***Mr. Juday moved, seconded by Mr. Wolfe, to approve the minutes of September 16, 2020 as presented. Motion carried (6-0; Mr. Johnston abstained).***

**Consideration of the SAWMPO 2021 Meeting Schedule (Action Form #20-05)**

Chairperson Wood presented the 2021 Meeting Schedule. Mr. Beard stated that the 2021 Meeting Schedule for the Policy Board and TAC is presented for consideration. He stated that the schedule will be advertised in the local newspapers and posted on the SAWMPO website. Mr. Beard noted that due to ongoing pandemic-related restrictions, meetings will continue virtually until in-person meetings resume.

***Ms. Tate moved, seconded by Mr. Juday, to approve the 2021 SAWMPO Meeting Schedule as presented. Motion carried unanimously (7-0).***

**Consideration of the 2045 Long Range Transportation Plan (LRTP) (Action Form #20-06)**

Chairperson Wood presented the 2045 Long Range Transportation Plan. Mr. Beard stated that the final draft is ready for adoption; the TAC is asked to approve and recommend the plan to be approved by the Policy Board. He stated that drafts of the document have been reviewed with the Board and TAC and that the Board reviewed a final draft in November and released it to the 21-day public comment period. Mr. Beard stated that introductory pieces have been added, including an Executive Summary and 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 the most notable feedback during the public comment period was from the Shenandoah Valley Airport and Blue Ridge Community College regarding I-81 Exit 235 congestion. He stated that this has been identified as a high-priority area in the LRTP. Mr. Beard stated that this area may be studied further through the MPO's Small Area Study.

Mr. Beard stated that staff requests the TAC approve the final draft and recommend it to the Policy Board for approval at their December meeting. 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.

***Mr. Juday moved, seconded by Mr. Wolfe, to approve the 2045 LRTP and recommend it to the Policy Board for approval. Motion carried unanimously (7-0).***

**Discussion of the FY 21-24 Transportation Improvement Program (TIP) and the FY21 Unified Planning Work Program (UPWP) Administrative Modifications (Memo #20-10)**

Chairperson Wood presented the TIP and UPWP Administrative Modifications. Ms. Cundy stated that the TIP, the short-range planning document for the MPO, has been updated to reflect compliance with the statewide Public Transit Agency Safety Plan (PTASP). She stated that PTASP is a federally required plan for smaller transit agencies, which includes BRITE. Ms. Cundy stated that this comprehensive plan requires documentation in the MPO's TIP of the PTASP and its targets. She stated that this administrative modification was made to the TIP in the Appendix.

Ms. Cundy stated that adjustments were also made to the transit portion of the TIP's financial plan to reflect adjusted funding amounts for BRITE (as a result of CARES ACT funds) and Valley Program for Aging Services. Ms. Cundy stated that these administrative modifications to the TIP are documented on pages 24 and 25.

Ms. Cundy stated that the UPWP, the annual budget for the MPO, was also modified. The carryover was estimated prior to the end of the prior fiscal year and needs to now be corrected. Ms. Cundy stated that an administrative modification was submitted to VDOT and DRPT in October to reflect the actual amount of carryover (5303) funds from FY20 to FY21. She stated that an additional \$28,840 over the originally estimated amount was carried over and added to this year's Work Program. Ms. Cundy stated that these funds will be added to the Transit Planning Work Element to begin the BRITE Transit Development Plan update, which is a consultant-led process.

Ms. Cundy stated that these administrative modifications have already been made and submitted and that this update is for the TAC's information.

**Presentation: 2045 VTrans Mid-Term Needs Prioritization Update, by Katie Schwing, Program Analyst, Office of Intermodal Planning and Investment (OIPI)**

Chairperson Wood presented the VTrans Mid-Term Transportation Needs Presentation by Ms. Schwing. Ms. Schwing stated that she presented an overview of the prioritization process at the TAC meeting in September and would like to give an update on current progress and what the results of the Mid-Term Needs Prioritization process are at this point. She stated that this process fulfills several state and federal requirements.

Ms. Schwing shared a slide presentation (attached to file minutes). She stated that prioritization of the needs will be used to better inform statewide, regional and local decision-making, such as helping to direct studies and planning. She stated that prioritization is completed in four steps. Step 1 is to categorize needs by Corridors of statewide significance (CoSS), Safety on CoSS, and district needs within Regional Networks, Safety and UDA (industrial and economic development areas). Step 2 is to prioritize the projects within each of the above categories using two criteria: severity and magnitude. Step 3 is to weigh and aggregate the needs across the various categories along roadway segments using SMART SCALE as a guide. Step 4 is to adjust based on influencing factors (i.e. co-located bridge and pavement repair and replacement, areas with exposure to other risks).

Ms. Schwing stated that a draft map has been released for review and comment based on the four steps. She stated that she encourages localities to review the map and the needs and locations. Ms. Schwing stated that comments are being accepted through November 30th on the process and results. She stated that the CTB is expected to make a decision on the Mid-Term Needs Prioritization Process in January. Ms. Schwing shared the website link: [www.vtrans.org](http://www.vtrans.org), which contains maps and opportunities for comments. She stated that OIPI staff may also be reached to ask questions.

Ms. Schwing stated that there is a new program for UDA Needs called Growth and Accessibility Planning (GAP) Technical Assistance Program; information is available at [vtrans.org/about/GAP-TA](http://vtrans.org/about/GAP-TA). Webinars about the program were held and recordings are available on the VTrans website for those not able to attend.

**Presentation: VDOT STARS US 250 Final Survey and Study Summary, by Adam Campbell, Assistant District Planner, Virginia Department of Transportation (VDOT)**

Chairperson Wood presented the VDOT STARS Study Summary. Mr. Campbell stated that the US250 STARS study was kicked off in June 2019. He went over the timeline of milestones in the study leading to the final online public survey in October 2020. Mr. Campbell stated that the survey had over 178 total participants, with over 50% who also had completed the initial public survey. He went over the public comments and input.

Discussion ensued regarding notification to the public about the survey and how the feedback may be considered by the locality. Mr. Campbell stated that this concludes the STARS study and action taken based on the study is the role of the County Supervisors and staff.

**Agency Updates**

VDOT

Mr. Campbell gave the following update:

- SMART SCALE applications are in the scoring phase and validation almost complete.
- Downtown Staunton STARS study had a successful kick-off meeting.
- The CTB will be hosting a virtual 6-year Improvement Plan meeting on Tuesday, November 24<sup>th</sup>, at 9:00 a.m.; invitations will be forthcoming.

Mr. Dunlap gave the following update:

- All of the I-81 corridor improvement projects have design consultants onboard and are moving forward (see [Improve81.org](http://Improve81.org) for more information).
- Rt 250 Bell Creek bridge project (near Jake's Store) is progressing very well and is on-schedule, expected to finish in Summer 2021.
- Waynesboro Park & Ride lot project received bids; the construction estimate was \$1.8 million; some temporary improvements need to be made to keep the area operational.
- Rt 703 bridge replacement is currently out for advertisement with construction planned for next year.
- Safety improvements on Rt 340 from Crimora to Grottoes to include shoulder widening and rumble strips is out for advertisement.
- I-81 Exit 235 access improvements (SMART SCALE project) right turn lanes from Rt 256 onto the ramps will go out for advertisement in the Spring.
- Rt 262 between Middlebrook Road and Old Greenville Avenue design improvements are beginning, which will include extending 4 lanes continuously and extending the short on-ramps.
- Rt 612 Mill Place Parkway dual left turn lanes project is accepting public comments through December 4<sup>th</sup>.
- Dr. Seaton mentioned that the Blue Ridge Tunnel will open to the public this Saturday.

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## DRPT

Mr. Hudson gave the following updates:

- The DRPT Six-Year Improvement Program is available on the website for review and comment; the draft focuses on FY21 projects with high-priority needs, such as operating assistance and critical capital needs; it only includes one year of allocation due to the pandemic and funding uncertainty. This will be considered by the CTB for approval at their December meeting.
- FY22 Transit application cycles open from December 1<sup>st</sup> through February 1<sup>st</sup>; workshops will be conducted.
- Virginia Passenger Rail Authority had their kickoff meeting on October 26<sup>th</sup>; information is available about the Authority on DRPT's website.

## Transit

Ms. Thompson gave the following updates:

- BRITE continues its COVID operations which include fare-free rides, social distancing on the buses and other safety measures.
- BRITE's four SMART SCALE applications have been screened in.
- Afton Express and the Intelligent Transportation Systems (ITS) Phase I were included in the draft SYIP, which Mr. Hudson mentioned is out for public review and comment.
- Update on Afton Express –
  - Grant funding for Afton Express operations has been included in the draft SYIP. The demonstration grant will provide 80 percent of the cost of providing the transit service and will be matched at 20 percent by local funds.
  - Two buses are planned to operate the service Monday through Friday with four morning and four evening trips.
  - Virginia Regional Transit (VRT) will operate the service under contract to the CSPDC. The contract addendum for the delivery of Afton Express service will include the provision of two buses for operations plus a spare bus.
  - Work on the website and marketing have been ongoing. Standalone webpages dedicated to the Afton Express service will be part of the BRITE website. Staff has worked closely with Estland Design, the same company that designed the BRITE website, to develop these informational webpages that are ready and will go live closer to the operation of the service.
  - Branding designs have been created and will be used to brand the buses, bus stop signs, web pages, an advertising campaign and marketing tools.
  - CSPDC staff will work closely with DRPT and the Afton Express Stakeholder group to identify the right time for startup of Afton Express operations. Currently, many commuters are choosing to telework and there continue to be safety concerns related to riding public transportation.

## **Upcoming Meetings**

Chairperson Wood stated that the Policy Board will meet on December 2<sup>nd</sup> and the next TAC meeting will be held on December 16<sup>th</sup>, both by videoconference.



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## Meeting Adjourned

Chairperson Wood asked if there was any additional business to come before the TAC. There being none, the meeting was adjourned at 3:12 p.m.

Respectfully submitted,

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 TAC  
**FROM:** Ann Cundy, Director of Transportation  
**MEETING DATE:** January 20, 2021  
**RE:** **TAC Memo #21-01: FY2022 FTA 5310 Heart Havens  
Application for Capital Assistance**

## 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:** Stanton-Augusta-Waynesboro MPO TAC  
**FROM:** Zach Beard, Transportation Planner  
**MEETING DATE:** January 20, 2021  
**RE:** **TAC Memo #21-02: 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 has received permission from FHWA to adjust the statewide bridge condition target.

Staff will share the updated targets with the Policy Board at the February meeting. 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**

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





**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 TAC  
**FROM:** Zach Beard, Transportation Planner  
**MEETING DATE:** January 20, 2021  
**RE:** **TAC Memo #21-03: FY 2021 Small Area Study Statement of Need**

#### 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 anticipated 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 it is anticipated that 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 is requesting that the TAC review the proposed components of the FY21 Small Area Study. The Study, and any TAC input, will be reviewed with the Policy Board at the February 3, 2020 meeting.

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