



**Harrisonburg
Rockingham**
Metropolitan Planning
Organization

112 MacTanly Place
Staunton, VA 24401

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

HRMPO Policy Board Meeting Agenda **January 18, 2024, 3:00 p.m.**

Rockingham County Administration Center
20 East Gay Street
Harrisonburg, VA 22802

1. Call to Order
2. Approval of Minutes of the November 16, 2023, Policy Board Meeting*
3. Public Comment
4. MAP-21 Safety and System Performance Targets (PB Memo #24-1)
5. Dinkel Avenue/Friedens Church Road Small Area Study Update (PB Memo #24-2)
6. FY25 FTA 5310 Applications from The Arc of Harrisonburg and Rockingham, Valley Program for Aging Services, and Pleasant View, Inc. (PB Memo #24-3)
7. [SMART SCALE Policy Change Update](#)
8. Agency Updates
 - a. VDOT
 - b. DRPT
 - c. HDPT
 - d. Localities
9. Other Business
10. Upcoming Meetings
 - a. HRMPO TAC Meeting, Thursday, February 1, 2024, 2:00 p.m., Via Zoom
 - b. HRMPO Policy Board Meeting, Thursday, February 15, 2024, 3:00 p.m., Via Zoom
11. Adjournment

* Action needed



HRMPO Policy Board Minutes November 16, 2023, 3:00 p.m.

Rockingham County Administration Center
20 East Gay Street, Harrisonburg, VA 22802

Voting Members	Non-Voting Members	Staff
City of Harrisonburg	Kevin Jones, FHWA	Bonnie Riedesel, CSPDC
Deanna Reed	Chelsea Beytas, FTA	✓ Ann Cundy, CSPDC
Laura Dent, Chair	Rusty Harrington, Aviation	✓ Ansley Heller, CSPDC
Dany Fleming	✓ Grace Stankus, DRPT*	✓ Rita Whitfield, CSPDC
✓ Gerald Gatobu	Bill Yates, JMU	
Ande Banks	✓ Valerie Kramer, JMU	
Rockingham County	Alternates	✓ Tom Hartman, Harrisonburg
✓ Casey Armstrong	✓ Rhonda Cooper, Rockingham	✓ Jeremy Mason, VDOT
✓ Rick Chandler, Vice Chair	Rachel Salatin, Rockingham	✓ Adam Campbell, VDOT*
Stephen King	Cheryl Spain, Harrisonburg	✓ Shane McCabe, VDOT*
Town of Mt. Crawford	✓ Meggie Roche, Dayton	✓ Kim Sandum, Shenandoah Alliance
✓ Neal Dillard	✓ Alex Wilmer, Bridgewater	✓ Chris Quinn, HRCC
Town of Dayton	Robert Taylor, Mt. Crawford	
Earl Mathers	Libby Clark, Mt. Crawford	
Town of Bridgewater	Jeff Lineberry, VDOT	
Jay Litten	Brad Reed, VDOT	
VDOT	✓ Don Komara, VDOT	
✓ Todd Stevens	Matt Dana, VDOT	

Call to Order

The November 16, 2023, meeting of the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) Policy Board was called to order at 3:10 p.m. by Vice Chairperson Chandler. Pursuant to §2.2-3708.2 of the Code of Virginia, HRMPO Policy Board members may participate in meetings of the HRMPO or its committees through electronic communication means. Those who attended virtually are indicated by an asterisk; all others attended in-person.

Approval of Minutes

Vice Chairperson Chandler presented the minutes from the September 21, 2023, HRMPO Policy Board meeting. Mr. Dillard moved, seconded by Mr. Stevens, to approve the minutes as presented. Motion carried with Ms. Cooper abstaining due to being absent from the meeting.

Public Comment

Vice Chairperson Chandler opened the floor to the public for comments. There were no comments from the public.

HRMPO 2024 Meeting Calendar (BAF #23-18)

Vice Chairperson Chandler presented for consideration the HRMPO 2023 Meeting Calendar. Ms. Cundy reviewed the Calendar, noting that staff will publish a public notice for the 2024 meeting schedules in local newspapers and post them on www.hrvampo.org in accordance with the HRMPO Public Participation Plan (PPP). She stated that changes to the date, time, or location of all meetings will be posted on the website and published in local newspapers as required by the PPP. Ms. Cooper stated that the Community Development Room has been reserved for the listed meetings for 2024. It was the consensus of the Policy Board members present to approve the HRMPO 2023 Meeting Calendar as presented.

FY 2024-2027 Transportation Improvement Program (TIP Amendment (BAF #23-19)

Vice Chairperson Chandler presented for consideration the FY 2024-2027 Transportation Improvement Program (TIP Amendment). Ms. Heller gave a review on the TIP Amendment, noting that the TIP must include all funded construction projects in an urbanized area. She stated that HRMPO staff and VDOT identified an ungrouped project in the current FY 2024-2027 TIP under which funds need to be added to the project as follows: UPC 108810-US 11 Valley Pike Road Improvements. Mr. Stevens moved, seconded by Mr. Dillard, to release the FY 2024-2027 TIP Amendment for a 21-day public comment period and pending no public comments received during the comment period, to approve the TIP Amendment to VDOT for inclusion in the Statewide Transportation Improvement Program (STIP). Motion was carried by unanimous vote.

Update on Proposed SMART SCALE Policy Changes (Board Memo #23-9)

Vice Chairman Chandler presented Update on Proposed SMART SCALE Policy Changes. Ms. Cundy gave an update on the SMART SCALE Policy Changes, noting that the Commonwealth Transportation Board (CTB) is considering changes to the SMART SCALE project scoring process that will affect project eligibility in the HRMPO region. She noted that after reviewing the changes at their August 17, 2023 meeting, the HRMPO Policy Board submitted a letter to the CTB expressing their concerns regarding several of the changes. Ms. Cundy reviewed the updates on the policy changes as presented by staff from the Office of Intermodal Planning and Investment (OIPI) and the Virginia Economic



Development Partnership (VEDP), including proposed revisions to the Economic Development performance measures, that were presented to the CTB at their October 20, 2023 meeting. She noted that 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 the HRMPO and its member jurisdictions. Ms. Cundy reviewed defining the eligible project types for High Priority Program (HPP), noting that the proposed change would limit the HPP Program to certain project types on Corridors of Statewide Significance and Regional Network roadways and presented the limited project types. She reviewed the land use scoring factor and Economic Development Measure ED.1 changes. Ms. Cundy reviewed the next steps, noting that it is anticipated that the CTB will vote on the policy changes in the coming months prior to Round 6 opening for preapplications in early 2024. Ms. Heller distributed and reviewed a list of projects in the HRMPO area that meet new HPP eligibility criteria and those projects that do not (attached to file minutes). Ms. Cundy stated that the CTB's next meeting is scheduled for December 4, 2023. This meeting presents a final opportunity to provide comments directly to the CTB and Secretary of Transportation on the SMART SCALE changes.

Harrisonburg-Rockingham Chamber of Commerce (HRCC) Policy Priorities, Chris Quinn, President and CEO

Vice Chairperson Chandler presented HRCC Policy Priorities. Ms. Cundy introduced and welcomed Mr. Chris Quinn, HRCC President and CEO, who was present to discuss the policy priorities identified by HRCC. Mr. Quinn stated that HRCC's Board, along with other Chambers in the state, submitted a letter to the Commonwealth Transportation Board (CTB) regarding proposed policy changes to SMART SCALE. He distributed and reviewed the document on HRCC Priority Issue Areas and Policy Areas of Engagement. Mr. Quinn stated that the purpose of the document is to ensure that the Harrisonburg-Rockingham Metropolitan area has a thriving collaborative business environment. He noted that to make this area the best place to live, work, and play, the Chamber will advocate for the Priority Issue Areas and Policy Areas of Engagement in an effort to allow for equal economic opportunity and quality of life for all as follows:

Priority Issue Areas

- Affordable Housing
- Childcare
- Transportation/Public Transit

Policy Areas of Engagement

- Business Climate
- Infrastructure and Logistics
- Small Business



- Workforce Development and Education
- Agriculture
- Environment
- Tourism
- Manufacturing
- Health Care
- International Trade

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Komara reported on the following:

- Reported on the status of the Smithland Road bridge project, noting that it would be open by next week for traffic;
- Reported on the Route 33 project, I-81 Exit 247 in Harrisonburg, noting that the project was moving forward;
- Reported on the Route 259 bridge replacement project in the Town of Broadway, noting that it was completed;
- Reported on the Route 11 project widening of two lanes to a four-lane divided highway near the Rockingham County Fairgrounds;
- Reported on the status of the widening of Route 33 west towards West Virginia, noting that a preconstruction conference was held on the project and completion of the project is scheduled for June 2025;
- Reminded everyone to explore [Improve81.org](https://www.improve81.org) for current updates on upcoming and ongoing projects on Interstate 81; and
- Reported on the Preliminary Field Inspection (PFI) for the climbing lanes near Weyers Cave, which is expected to go out to bid next fall.

Virginia Department of Rail and Public Transportation (DRPT)

Ms. Stankus announced that the FY25 grant application cycle will open December 1st, utilizing the new grants administration software, Webgrants. She noted that the FY 2024-2027 State Transportation Improvement Program (STIP), has been posted on the DRPT website, which includes the latest TIP Amendment as of November 13, 2023.



City of Harrisonburg Department of Public Transportation (HDPT)

Mr. Gatobu gave an update on HDPT's Transit Strategic Plan (TSP), a comprehensive document that will shape the future of public transportation service in Harrisonburg over the next ten years. He noted that a survey is available and will be open until the end of this month to share thoughts and ideas that will help shape the TSP and the service improvements it recommends.

Localities

City of Harrisonburg Department of Public Works

Mr. Hartman reported on the public hearing that was held on October 26th for the University of Boulevard and Evelyn Byrd Roadway Reconfiguration and Sidewalks project, noting that the survey is available until November 27th for comments on the project. He announced that the City's Mt. Clinton Pike Shared Use Path has started construction on the project and hopes to be completed next year. Mr. Hartman noted that traffic in Harrisonburg will be congested this weekend due to James Madison University hosting ESPN's College GameDay on Saturday.

James Madison University (JMU)

Ms. Valerie Kramer announced that James Madison University (JMU) is a Silver Level award holder and is committed to promoting and providing a more bikeable campus for students, staff, and visitors.

Town of Dayton

Ms. Roche reported on the Town of Dayton's wayfinding and signage project, noting that installation began today. She announced that the Town has appointed a new Town Manager, Mr. Brian Borne, and he will begin his duties on November 27th.

Upcoming Meetings

Vice Chairperson Chandler announced the following upcoming meetings: HRMPO TAC meeting will be held on December 7, 2023, at 2:00 p.m., and the HRMPO Policy Board meeting will be held on December 21, 2023, at 3:00 p.m.



Adjournment

There being no further business to come before the HRMPO Policy Board, a motion for adjournment was unanimously passed at 4:05 p.m. Motion was carried by unanimous vote.

Respectfully submitted,

A handwritten signature in dark ink that reads "Ann W. Cundy". The signature is written in a cursive, flowing style.

Ann Cundy
Director of Transportation



112 MacTanly Place
Staunton, VA 24401

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

TO: Harrisonburg-Rockingham MPO Policy Board
FROM: Ann Cundy, Director of Transportation
MEETING DATE: January 18, 2024
RE: **Policy Board Memo#24-1: MAP-21 Safety and System 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 HRMPO 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 expected crash reductions from completed projects and 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: Decrease 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 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

HRMPO TARGETS AND CRASH TRENDS

The HRMPO began setting safety targets in 2018 based on Virginia DMV data provided by OIPI. Until 2020, the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries in the MPO have been below the targets; however, both motorized and non-motorized fatalities have been increasing in the region since then. The MPO recorded 7 fatalities in 2021, which exceeded the annual safety target of 4 fatalities.

Based on unofficial fatal injury data from VDOT's PowerBI database, the HRMPO had 11 fatalities in 2022, which is the most fatalities in the region since 2015. Moreover, unofficial data from January 1 through October 31, 2023 indicates the HRMPO had 6 total fatalities, which already exceeds the annual target of 4 fatalities. Based on VDOT PowerBI, pedestrian fatalities are decreasing, with 2 in 2020, none in 2021 or 2022, and 1 in the collected data for 2023.

Table 2: Safety Targets and Actual Numbers, 2020 – 2023

	2020 Target	2020 Actual	2021 Target	2021 Actual	2022 Target	2022 Actual	2023 Target	2023 Actual	2024 Target
Fatalities	4	10	4	7	4	11*	4	6**	6
Rate of Fatalities per 100 million VMT	0.65	1.79	1.05	1.05	0.59	NA	0.63	NA	.93
Serious Injuries	40	24	41	50	37	58	38	76	47
Rate Serious Injury Per 100 Million VMT	6.03	5.90	6.18	10.50	6.121	7.53	5.58	NA	7.17
Non-motorized Fatalities and Serious Injuries	5	11	6	5	6	6 (0 fatal)*	6	3 (1 fatal)**	6

*Unofficial data from VDOT PowerBI

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

NEXT STEPS

We brought these safety targets to the HRMPO TAC meeting on January 4th and they did not have any disagreements with the data. The HRMPO's next steps will be to submit a letter to VDOT concurring with the statewide targets by February 29, 2023 via the attached letter and will continue to evaluate opportunities for the MPO, state, and local partners to address the upward trend in fatal and serious injury crashes in the region.

ATTACHMENTS

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



TO: Harrisonburg-Rockingham MPO Policy Board

FROM: Ansley Heller, Transportation Planner

MEETING DATE: January 18, 2024

RE: **Policy Board Memo #24-2: Dinkel Avenue/Friedens Church Road Small Area Study Update**

EXECUTIVE SUMMARY

The purpose of this study is to create a cohesive vision for future development along Dinkel Avenue/Friedens Church Road between I-81 Exit 240 in Rockingham County and Main Street (VA 42) in the Town of Bridgewater. With anticipated commercial, institutional, and residential growth over the next 15 years in the corridor and in the larger area around I-81 Exit 240, Rockingham County and the Towns of Bridgewater and Mt. Crawford wish to define a series of preferred multi-modal typical sections and intersection and access management improvements to include in their comprehensive plans to guide future development and redevelopment along the corridor.

HRMPO engaged CSPDC on-call consultant Vanasse, Hangen Brustlin (VHB) to lead the study. To date VHB has collected and analyzed existing conditions data, begun development of future scenarios, and drafted a Metroquest public engagement survey. This update was also given to the HRMPO TAC at their January 4th meeting.

STUDY PROCESS

Existing Conditions Data Collection and Analysis

VHB collected 48-hour traffic counts in mid-October and used Highway Capacity Software (HCS) to analyze existing capacity along the corridor. The corridor does not currently have any operationally-deficient segments. They also reviewed crash data for 2018—2023. The intersection of Dinkel Ave. and US-11 had the greatest number of collisions with 11 crashes. The intersection with the second most collisions is Dinkel Ave. and N. Main St. in Bridgewater with 8 angle crashes. There are no Potential For Safety Improvement (PSI) intersections or segments along the corridor.

Future Development Scenarios

VHB is reviewing the County and Town future land use maps and known future development in order to develop a series of future scenarios based on increasing intensities of demand on the corridor. They will use HCS to evaluate operational deficiencies based on these future uses to develop future recommendations to address the deficiencies.



**Harrisonburg
Rockingham**
Metropolitan Planning
Organization

112 MacTanly Place
Staunton, VA 24401

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

Public Engagement

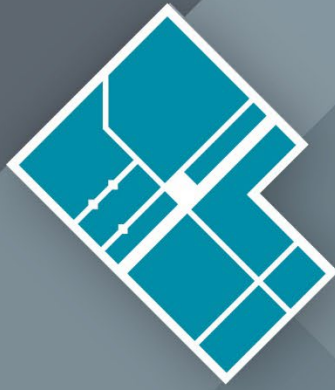
VHB and the study team are finalizing a Metroquest survey and public engagement strategy to assure awareness of the survey opportunity. The survey participants will share how they currently use the corridor, identify locations where they perceive a need for improvements, and provide input via a series of visual preference questions on their preferred future configuration of the corridor.

NEXT STEPS

The study team plans to launch the Metroquest survey in mid-January.

ATTACHMENTS

Dinkel Avenue/Friedens Church Road Study Scope of Work



July 31, 2023

Dinkel

Avenue/Friedens
Church Road
Small Area Study
Scope of Work



**Harrisonburg
Rockingham**
Metropolitan Planning
Organization

112 MacTanly Place
Staunton, VA 24401
Phone (540) 885-5174
Fax (540) 885-2687
HRMPO.org

Study Purpose and Need

The purpose of this study is to create a cohesive vision for future development along Dinkel Avenue/Friedens Church Road between I-81 Exit 240 in Rockingham County and Main Street (VA 42) in the Town of Bridgewater. This corridor varies in its current and future surrounding land uses from industrial to agricultural to residential/institutional in the 3.28 miles between the intersection with I-81 Exit 240 in Rockingham County and the intersection with VA 42 in the Town of Bridgewater.

Together with other east-west secondary roadways in Rockingham County, including Oakwood Drive, Mt. Crawford Avenue and Airport Drive, Dinkel Avenue/Friedens Church Road is both a freight trucking route into and out of Bridgewater, and the Town's main entrance corridor through Bridgewater College.

With anticipated commercial, institutional, and residential growth over the next 15 years in the corridor and in the larger area around I-81 Exit 240, Rockingham County and the Towns of Bridgewater and Mt. Crawford wish to define a series of preferred multi-modal typical sections and intersection and access management improvements to include in their comprehensive plans to guide future development and redevelopment along the corridor.

Consultant Tasks

Task 1: Project Coordination

Consultant will host a kick-off meeting with the Study Team, and up to 3 coordination meetings during the study process. Consultant will attend public meetings and present the Study process and recommendations to the HRMPO Policy Board.

Task 2. Data Collection & Existing Conditions Reporting

Traffic data will be collected at the following locations:

48-hour Tube Count with Vehicle Classification

- Dinkel Ave between N Liberty St and N 3rd St
- Dinkel Ave between College View Dr and Mt Crawford Ave
- Dinkel Ave between Old Bridgewater Rd and Shenandoah's Pride Dairy entrance
- Mt Crawford Ave between College View Dr and Dinkel Ave
- Dinkel Ave between US 11 and future Parsons Ct

- Airport Rd between US 11 and Rt 698/Wise Hollow Rd

12-Hour Turning Movement Count with Vehicle Classification

- Dinkel Ave & Mt. Crawford Ave

6-Hour AM/PM Peak Turning Movement Count with Vehicle Classification

- Dinkel Ave & VA 42
- Dinkel Ave & Don Litten Pkwy
- Dinkel Ave & Old Bridgewater Rd
- Dinkel Ave & US 11

Traffic volumes and vehicle classifications will be summarized by roadway. Highway Capacity Software (HCS) will be used to estimate Level of Service (LOS) using the appropriate methodology in the Highway Capacity Manual. Historical crashes will be reviewed to identify hot spots and general trends.

Task 3: Future Transportation Demand Sensitivity Analysis

The Dinkel Avenue Study will use future land uses as defined in the three localities' Comprehensive Plans to forecast the number of trips that could be generated in the Dinkel Avenue corridor with increased growth. Site-specific land uses will be considered by the stage of development: known, anticipated, and speculative. These sensitivity tests will help local planners and decision-makers understand when the present corridor will approach and exceed capacity in order to plan for right-sized improvements at the right time. The study team will also consider existing and anticipated future impacts of truck routing in the study area based on land use context and roadway geometrics.

Task 4: Public Engagement Materials and Support

The Study will include virtual and in-person public engagement opportunities to understand residents' concerns and preferences for the future character of the corridor. Potential strategies could include visual preference surveys and open house meetings to solicit input on proposed typical sections and intersection and access management improvements. The consultant will assist MPO staff with the development of materials and staffing of virtual and in-person public

engagement events to potentially include an online survey, webinar and traditional in-person open house-style meeting.

Task 5: Develop Proposed Typical Sections

Based on the transportation demand sensitivity analysis and public input, the consultant will develop up to three (3) typical sections for how Dinkel Avenue should reflect and support future land uses. The Study Team will have one opportunity to review and provide comments.

Deliverables

- Technical Memo on traffic count data, LOS estimates, crash trends and sensitivity analysis
- Final Study Report with up to three unique typical sections for future Dinkel Avenue/Friedens Church Road.

Timeline

The study will begin in September, 2023 and conclude by June 30, 2024.



TO: Harrisonburg-Rockingham MPO Policy Board

FROM: Ann Cundy, Director of Transportation

MEETING DATE: January 18, 2024

RE: **Policy Board Memo #24-3: FY 2025 FTA 5310 Applications from The Arc of Harrisonburg and Rockingham, Valley Program for Aging Services, and Pleasant View Inc.**

EXECUTIVE SUMMARY

The HRMPO 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 HRMPO, there are three non-profit organizations applying for assistance under the program in FY25, Pleasant View Inc., Virginia Program for Aging Services (VPAS), and The Arc of Harrisonburg and Rockingham. FTA 5310 applications do not require a financial commitment from the MPO.

CAPITAL AND OPERATING ASSISTANCE

Federal dollars approved for FTA 5310 capital assistance require a 20% applicant match.

Pleasant View Inc., a nonprofit providing support for individuals with a developmental disability, is applying for a grant to purchase one modified minivan with a wheelchair ramp as a replacement vehicle.

Valley Program for Aging Services, a nonprofit providing transportation support to seniors, is applying for a grant to purchase one 5-passenger modified minivan with a wheelchair ramp as a replacement vehicle.

The Arc of Harrisonburg and Rockingham, a nonprofit providing support for individuals with intellectual and developmental disabilities, is applying for a grant to purchase two 5-passenger modified minivans with wheelchair ramps.

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

ATTACHMENT

[Pleasant View Inc. 5310 Application Notification Letter](#)

[The Arc of Harrisonburg Rockingham 5310 Application Notification Letter](#)

[Valley Program for Aging Services 5310 Application Notification Letter](#)

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	4. Create a three-tier application limit	• 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.	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

1. 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%

2. ~~Use the normalized Land Use factor as a multiplier on all other benefits (1+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.