

HRMPO TAC Minutes January 4, 2024, 2:00 p.m.

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

Voting Member	Alternates	Staff
City of Harrisonburg	Megan Byler, Bridgewater	✓ Ann Cundy
✓ Tom Hartman	Libby Clark, Mt. Crawford	✓ Ansley Heller
✓ Bill Blessing, Chair	Jakob zumFelde, Harrisonburg	✓ Rita Whitfield
✓ Thanh Dang	Elliot Menge, Harrisonburg	
✓ Erin Yancey*	Dan Rublee, Harrisonburg	Others
✓ Cheryl Spain	Gerald Gatobu, Harrisonburg	✓ Kim Sandum, Shenandoah Alliance
Rockingham County	Kayla Yankey, Rockingham	✓ Shane McCabe, VDOT*
✓ Rhonda Cooper, Vice Chair	Rachel Salatin, Rockingham	✓ Kyle Lawrence, SVBC*
✓ Casey Armstrong	✓ Brad Reed, VDOT*	✓ Sam Styers, McCormick Taylor*
✓ Dylan Nicely	✓ Jeremy Mason, VDOT	
Town of Bridgewater	Jeff Lineberry, VDOT	
✓ Alex Wilmer	Tiffany Dubinsky, DRPT	
Town of Dayton		
✓ Meggie Roche		
Town of Mt. Crawford	Non-Voting Members	
✓ Bobby Taylor	Kevin Jones, FHWA	
VDOT	Chelsea Beytas, FTA	
✓ Adam Campbell	Bill Yates, JMU	
Don Komara	Rusty Harrington, Aviation	
DRPT	✓ Valerie Kramer	
✓ Grace Stankus*		
*Zoom Participants		

Call to Order

The January 4, 2024, meeting of the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) Technical Advisory Committee (TAC) was called to order at 2:00 p.m. by Chairperson Bill Blessing. Pursuant to §2.2-3708.2 of the Code of Virginia, HRMPO TAC 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.

Minutes

Chairperson Blessing presented the minutes from the November 2, 2023, TAC meeting. Mr. Armstrong moved, seconded by Ms. Spain, to approve the minutes as presented. Motion carried unanimously.

Public Comment

Chairperson Blessing opened the floor for public comment. Ms. Kim Sandum, Alliance for the Shenandoah Valley, asked a question regarding Safety Performance Functions (SPFs) used in the network screening process to calculate Potential for Safety Improvement (PSI) intersections or segments along the corridor. Ms. Cundy responded it is a method of analysis used by VDOT at a high level to identify intersections or segments that have a greater number of crashes than you would expect statistically based on the characteristics of the roadway, speed and volumes of traffic. She noted that the PSI is the difference between the corrected crash frequency and the expected crash experience (based on the SPF) for a given traffic volume with the peer group.

2024 Safety Targets (TAC Memo #24-1)

Chairperson Blessing presented for review the HRMPO 2024 Safety Performance Targets. Ms. Heller noted that in 2016, the Federal Highway Administration (FHWA) established National Performance Measures for Safety Performance for the Highway Safety Improvement Program (HSIP) to assess fatalities and serious injuries on public roads. The FHWA requires that state DOTs and MPOs set statewide annual safety percentage targets for reducing the number and rate of fatalities and serious injuries. She stated that the HRMPO must concur with VDOT's safety targets or set MPO-specific targets by February 29, 2024, and there is no penalty for not meeting the targets. Ms. Heller reviewed the statewide targets and goals, noting that in June 2023, the CTB approved OIPI's proposed methodology and statewide targets for calendar year 2024. She stated that OIPI 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 fatalities, serious injuries, and nonmotorized fatalities and serious injuries. Ms. Heller reported on the Aspirational Goals and HRMPO Targets and Crash Trends. After some discussion regarding safety performance measures and safety targets, Ms. Heller reviewed the next steps, noting that the HRMPO staff will submit a letter to VDOT concurring with the statewide safety targets for 2024.

Dinkel Avenue/Friedens Church Road Corridor Small Area Study Update (TAC Memo #24-3)

Chairperson Blessing presented the Dinkel Avenue/Friedens Church Road Corridor Small Area Study Update. Ms. Cundy gave a review on the Study, noting that 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. She noted that 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, intersection, and access management improvements to include in their comprehensive plans to guide future development and redevelopment along the corridor. Ms. Cundy stated that the HRMPO engaged the CSPDC on-call consultant Vanasse, Hangen Brustlin (VHB) to lead the study. She presented the Scope of Work and reviewed the Study process, noting that VHB has collected and analyzed existing conditions data, begun development of future scenarios, and drafted a Metroquest public engagement survey. Ms. Cundy reviewed the next steps, noting that the Study Team plans to launch the Metroquest survey in mid-January.

SMART SCALE Policy Changes Update – Adam Campbell, VDOT Staunton District Planning

Chairperson Blessing introduced and welcomed Mr. Adam Campbell, who was present to give an update on SMART SCALE Policy Changes. He noted that Mr. Campbell is the new voting VDOT representative on the HRMPO TAC Committee. Mr. Campbell reported on the December 4, 2023, Commonwealth Transportation Board (CTB) meeting, noting that at that meeting, the Board moved to adopt various staff-proposed changes, as well as amend some of the proposed changes to the SMART SCALE program. He reviewed the problem areas, staff recommendations, and improvements. Mr. Campbell stated that to address concerns that the High Priority Program (HPP) is being used to implement small projects (< \$10 million) that do not have meaningful impacts on the improvement of Corridors of Statewide Significance or Regional Networks, the CTB will be changing the process for how HPP funding is allocated as well as redefining what projects are eligible for HPP funding. He stated that the CTB voted to approve a change that will eliminate the current Step 2, so that the funding steps would move straight from Step 1 to Step 3, and the new process would distribute all HPP program funds based on statewide rankings of SMART SCALE scores. Mr. Campbell stated that the CTB voted to remove land use entirely as a factor to be considered when scoring SMART SCALE applications. He



reviewed the Board-approved weighting for Round 6, noting that with the removal of the land use factor, the CTB then reapportioned the points from the land use factor to other scoring factors. Mr. Campbell reported on the next steps, noting that the SMART SCALE Technical Guide is expected to be published on the website next week, and the Office of Intermodal Planning and Investment (OIPI) is scheduling webinars for SMART SCALE Round 6 at the end of the month.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Brad Reed gave an update on the Exit 245 Pipeline Study project, and reported on SMART SCALE preapplications that are coming up on March 1, 2024, to close on April 1, 2024. He gave an update on the development of Buc-ee's Travel Center at Exit 240 near Harrisonburg.

Mr. Jeremy Mason reported on the following:

- Smithland Road bridge project, noting that it is complete and now accessible;
- Gave an update on the Route 33 project, I-81 Exit 247 in Harrisonburg, noting that the project was moving along;
- Reported that the Route 11 four-lane project south of the City of Harrisonburg near the Rockingham County Fairgrounds is scheduled to be advertised this spring, as well as the Route 33 turn lanes project near Kezzletown; and
- Reported on the status of the widening of Route 33 west towards West Virginia.

Department of Rail and Public Transportation (DRPT)

Ms. Grace Stankus announced that the Fiscal Year 2025 grant applications cycle is now open and will remain so until February 1st, utilizing the new grant application software, Webgrants.

City of Harrisonburg Department of Public Transportation (HDPT)

Ms. Cheryl Spain 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. She noted that Kimley-Horn and Associates, Inc., has completed the survey and HDPT is awaiting the results for the service improvements and suggested route changes. Ms. Spain noted that HDPT is preparing for the Fiscal Year 2025 DRPT grant applications cycle; and reported HDPT is planning for transit routes for the upcoming spring season.

Localities

Rockingham County

Mr. Dylan Nicely reported that Rockingham County is working with DRPT and Kimley-Horn and Associates, Inc., on a Rockingham County Transit Feasibility Study regarding the need for public transit service in Rockingham County. He reported on the community workshop that was held last month regarding the Study. Mr. Nicely noted that Kimley-Horn and Associates, Inc., will present the Study to the Rockingham County Board of Supervisors at their January 10, 2024 meeting.

City of Harrisonburg

Mr. Tom Hartman gave an update on the Mt. Clinton Pike Shared Use Path project; reported that the City was in the process of awarding the contract for the next phase of the downtown Federal Street Shared Use Path, and is currently waiting on bid authorization; and reported the City is progressing on SMART SCALE projects. He requested a potential presentation to the HRMPO regarding the Virginia Breeze expansion to the west, with focus on the expansion in the area.

Other Business

Under Other Business, Ms. Heller presented the FTA Section 5310 applications. She stated that 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. Ms. Heller noted that in the HRMPO, there are three non-profit organizations applying for assistance under the program and gave a review on each project as follows:

- Pleasant View Inc., for a total funding of \$78,000 to purchase one modified minivan with wheelchair ramp;
- Valley Program for Aging (VPAS) for a total funding of \$77,000 to purchase a five-passenger modified minivan with wheelchair ramp; and
- The Arc of Harrisonburg and Rockingham, for a total funding of \$150,000 to purchase two five-passenger modified minivans with ramps.



Ms. Heller stated that FTA 5310 applications do not require a financial commitment from the HRMPO. She noted that DRPT and the providers request that the HRMPO include the 5310 projects in the HRMPO TIP if the applications are funded.

Upcoming Meetings

Chairperson Blessing announced that the HRMPO Policy Board will hold a meeting on January 18, 2024, at 3:00 p.m.; and the next HRMPO TAC meeting will be held on February 1, 2024, at 2:00 p.m.

Adjournment

There being no further business to come before the Committee, a motion for adjournment was unanimously passed at 3:05 p.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Ann W. Cundy".

Ann Cundy
Director of Transportation