



Technical Advisory Committee Meeting Agenda
January 7, 2021, 2:00 p.m.
Meeting by ZOOM Videoconference

Join Zoom Meeting:

<https://us02web.zoom.us/j/84927211796?pwd=SDk1V0xtbVF6S3NxbkY4NmRDalRKZz09>

Meeting ID: 849 2721 1796 ** **Passcode:** 556130 ** **Dial In:** 301-715-8592

1. Call To Order
2. Approval of Minutes of November 5, 2020 Meeting*
3. Public Comment
4. MAP-21 Safety and System Performance Targets (TAC Memo #21-1)
5. FY21 UPWP and TIP Administrative Modifications, FY22 5310 Applications (TAC Memo #21-2)
6. FY 2021 Small Area Study Program Update (TAC Memo #21-3)
7. Agency Updates
 - a. VDOT
 - b. DRPT
 - c. HDPT
8. Other Business
9. Upcoming Meetings
 - a. HRMPO Policy Board Meeting Thursday, January 21, 2021, 3:00 pm
 - b. HRMPO TAC Meeting Thursday, February 4, 2021, 2:00 p.m.
10. Adjournment

* Action needed

HRMPO TAC Minutes

November 5, 2020, 2:00 p.m.

Via Zoom Video/Audio Conferencing Call

Voting Member	Alternates	Staff
City of Harrisonburg	Patrick Wilcox, Rockingham	✓ Ann Cundy
✓ Tom Hartman	Jay Litten, Bridgewater	✓ Rita Whitfield
✓ Bill Blessing, Chair	Shane Stevens, Mt. Crawford	
✓ Thanh Dang	Dennis Driver, Mt. Crawford	
✓ Erin Yancey	Avery Daugherty, Harrisonburg	Others
✓ Gerald Gatobu	Cheryl Spain, Harrisonburg	✓ Katie Schwing, OIPI
Rockingham County	Dan Rublee, Harrisonburg	✓ Burgess Lindsey, VDOT
✓ Rhonda Cooper, Vice Chair	✓ Jakob zumFelde, Harrisonburg	✓ Kim Sandum, Shenandoah Alliance
✓ Bradford Dyjak	Jeff Lineberry, VDOT	✓ Kyle Lawrence, SVC
✓ Casey Armstrong	Brad Reed, VDOT	
Town of Bridgewater	Josh Dunlap, VDOT	
✓ Alex Wilmer	Grant Sparks, DRPT	
Town of Dayton		
Susan Smith		
Town of Mt. Crawford	Non-Voting Members	
J. C. Smythers	Kevin Jones, FHWA	
VDOT	Michelle DeAngelis, FTA	
Terry Short	✓ Bill Yates, JMU	
✓ Don Komara	Rusty Harrington, Aviation	
VDRPT		
✓ Wood Hudson		

Call to Order

Governor Ralph Northam declared a state of emergency in Virginia on March 12, 2020, in response to COVID-19. In light of this emergency, the November 5, 2020, HRMPO TAC meeting was conducted via video conferencing using Zoom. The November 5, 2020, Zoom Video/Audio Conferencing call of the Harrisonburg-Rockingham Metropolitan Planning Organization Technical Advisory Committee (TAC) was called to order at 2:00 p.m. by Chairperson Blessing.



Minutes

Chairperson Blessing presented the minutes from the September 3, 2020, TAC Zoom Video/Audio Conferencing call. Mr. Hartman moved, seconded by Ms. Dang, to approve the minutes as presented. Motion carried unanimously.

Public Comment

Chairperson Blessing opened the floor for public comment. Upon a question by Ms. Sandum regarding Commonwealth Transportation Board (CTB) member Mr. Dixon Whitworth's retirement, Ms. Cundy responded that Mr. Whitworth has currently not been replaced and he will continue to serve as the Staunton District representative until his replacement has been announced. Ms. Sandum ask if there was an update on the Route 33 East Corridor Study. Mr. Komara responded that a kick-off meeting was held earlier this month, and the project was underway. He stated that he hoped to have additional information on the project at the next meeting.

2021 HRMPO Meeting Calendar (TAC Action Form #20-7)

Chairman Blessing presented the 2021 Meeting Calendar for the HRMPO Policy Board and the Technical Advisory Committee (TAC) (attached to file minutes). Ms. Cundy noted that the 2021 HRMPO Policy Board and TAC meeting schedules are based on a monthly meeting schedule. She stated that the schedules for the HRMPO Policy Board and Technical Advisory Committee will be presented to the Policy Board at their November 19, 2019, meeting and after approval, will be posted on the website and published in the appropriate newspapers, in accordance with the HRMPO Public Participation Plan. Ms. Dang moved, seconded by Mr. Dyjak, to approve the 2021 HRMPO Policy Board and TAC meeting calendar. Motion was carried by unanimous vote.

FY 2021 Small Area Study Program Update (TAC Memo #20-14)

Chairperson Blessing presented FY 2021 Small Area Study Program Update. Ms. Cundy gave a report on the Study, noting that the consultants, A. Morton Thomas and Associates, Inc. (AMT) has completed the analyses of three bridge concepts, developed cost estimates, and evaluated bicycle/pedestrian level of service and travel times as performance metrics. She stated that AMT delivered the final study report on October 28, 2020, to the study team. The study team met on October 13, 2020, to discuss the final decision matrix results, the feasibility of a bridge, and how to proceed to Phase 2 of the study, and agreed to add Alternative 4, another alternative to the Study. Ms. Cundy reviewed the project elements of Alternative 4, noting that based on VDOT's analysis, Alternative 4 performed slightly better than a

bridge in terms of relieving congestion, at a fraction of the cost of a bridge. She reviewed the next steps, noting that MPO staff will work with AMT on developing a task order and scope of work for Phase 2 of the study, which will perform preliminary engineering, develop a conceptual project design sketch, and develop a cost-estimate for Alternative 4.

FY 2021-2024 Transportation Improvement Program (TIP) Administrative Modification (TAC Memo #20-15)

Chairman Blessing presented the FY 2021-24 TIP Administrative Modification. Ms. Cundy noted that staff has administratively modified the FY 2021-2024 TIP. She stated that the modifications add an appendix to document the TIP's compliance with the Public Transit Agency Safety Plan (PTASP) for HDPT, and make adjustments to the Transit Financial Plan for the Arc of Harrisonburg/Rockingham and Friendship Industries line items. Ms. Cundy noted that no roadway/VDOT administered projects in the TIP require amendment or adjustment at this time. She stated that as a Tier II transit agency, HDPT is included in the statewide PTASP. The TIP now includes Appendix H, which documents that the TIP incorporates the PTASP and its associated performance targets into the MPO document. HDPT operations, as documented in the TIP, work toward meeting the safety targets established in the PTASP. Ms. Cundy noted that no action is needed by the Board for these modifications. She stated that staff will submit the modified TIP to VDOT and DRPT, and post on the MPO website TIP page.

VTrans Mid-Term Transportation Needs Update

Chairperson Blessing introduced and welcomed Ms. Katie Schwing, Program Analyst, Office of Intermodal Planning and Investment (OIPI), Office of the Secretary of Transportation, who was present to give an update on VTrans Mid-Term Transportation Needs. Ms. Schwing noted that she had given a presentation to the TAC at their September 3, 2020, meeting on the approach to prioritizing the Mid-Term Transportation Needs which may form the basis for VDOT and DRPT's planning and project development efforts, as well as the development of policies related to transportation programs and activities. She reviewed the method for prioritization, noting that the 2019 Mid-Term Needs are prioritized using a four-step process and can be reviewed on the website at www.vtrans.org. Ms. Schwing stated that the Draft Policy for the prioritization of the VTrans Mid-Term Needs follows previously approved policy decisions by the Commonwealth Transportation Board (CTB) on the identification of the Mid-term Needs and is available for public review and comment in the form of the draft Policy Guide that can be found on the website. Ms. Schwing noted that there were several

methods to provide comments on the Draft Policy for the prioritization of the Vtrans Mid-Term Needs and all information can be found on the website.

Virginia Department of Transportation (VDOT) Update

Mr. Komara reported on several bridge construction projects in the HRMPO area. He reported on I-81 improvements, noting that updated information regarding funded operational and capital improvements projects can be viewed on the new website, www.improve81.org. Mr. Komara gave an update on maintenance items including mowing and brush cutting, and upcoming snow removal. He reported on SMART SCALE, noting that the projects are going through the final validation process and recommendations for funding should be announced in January 2021.

Department of Rail and Public Transportation (DRPT)

Mr. Hudson gave an update on the FY 2021 Draft Six-Year Improvement Program, noting that it will be presented to the Commonwealth Transportation Board (CTB) for consideration at their December 2020 meeting. He reported on the FY 2022 merit grant cycle, noting that the grant cycle kicks off on December 1, 2020.

Harrisonburg Department of Public Transportation (HDPT)

Mr. Gatobu stated that HDPT is currently working with James Madison University (JMU) and area public schools on transit school routes and plans to resume in-person classes. He stated that DRPT is making adjustments to provide enough coverage after Thanksgiving to serve them effectively and meet all safety needs.

Other Business

Under Other Business, Ms. Cundy gave an update on Afton Express and the challenges on launching a commuter bus system under a pandemic. She stated that Afton Express provides public commuter bus transportation between Staunton, Waynesboro, Fishersville, Charlottesville, and Fifth Street Station in Albemarle County. Ms. Cundy expressed her appreciation to DRPT for providing funding for the commuter bus system under their demonstration grant program.

Upcoming Meetings

Chairperson Blessing announced that the HRMPO Policy Board will hold a meeting on November 19, 2020, at 3:00 p.m.; and the next HRMPO TAC meeting will be held on December 3, 2020, at 2:00 p.m.



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Adjournment

A motion for adjournment was unanimously passed at 2:45 p.m.

Respectfully submitted,

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

Ann Cundy
Director of Transportation



TO: Harrisonburg-Rockingham MPO Technical Advisory Committee

FROM: Ann Cundy, Director of Transportation

MEETING DATE: January 7, 2020

RE: **TAC Memo #21-1: MAP-21 Safety and System Performance Targets**

EXECUTIVE SUMMARY

In accordance with MAP-21 and FAST Act legislation, the Federal Highway Administration (FHWA) set final rulemakings for National Performance Measures for Safety Performance in March 2016, and System Performance and Asset Management in January 2017. Safety targets must be updated annually, and the HRMPO’s deadline to set its own targets or concur with the State’s targets is February 27, 2021. System Performance and Asset Management targets must be updated every four years, but VDOT has received permission from FHWA to adjust its target for bridge conditions statewide.

MPO staff will share the 2021 safety targets with the Policy Board this month, and send a letter to the Office of Intermodal Planning and Investment (OIPI) stating the HRMPO’s intent to concur with the State’s 2021 safety targets. There is no penalty for a MPO missing a target. We will also submit a letter concurring with VDOT’s adjusted target for the percentage of bridge deck surface in good condition.

SAFETY PERFORMANCE TARGETS

In 2019, The Commonwealth Transportation Board (CTB) approved VDOT’s recommendation to set statewide targets in accordance with its own annual trendline methodology. Based on the trends, State DOT officials use percent reductions for the number and rate of fatal crashes, serious injury crashes, and bicycle and pedestrian crashes.

In 2019, the CTB requested a more data-driven process that accounts for increases in vehicle-miles-traveled (VMT), economic influences, and behavioral changes. Once a baseline number of crashes is predicted using these factors, VDOT combines model baseline predictions with anticipated projects’ crash reduction (SMART SCALE & HSIP), and for 2021, the new legislation banning using a handheld device while driving, to develop the statewide 2021 Safety Performance Targets in the table below:

Description	Fatalities	Fatality Rate	Serious Injuries	Serious Injury Rate	Ped/Bike Fatalities + Serious Injuries
2021 Baseline Model Prediction	912	-	7533	-	760
Expected Project Reductions	-4	-	-34	-	-10
Hand-held Ban Reductions	-10	-	-114	-	-
Final 2021 Targets	898	1.012	7385	8.326	750



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In the HRMPO region, the five-year average (2014-2018) for fatal crash people is 4 per year (including 1 bicycle and pedestrian), and the average (2015-2018) for serious injury crash people is 42 per year (including 5 bicycle and pedestrian). Between January and September 2020, there were 4 fatal crashes, 15 serious injury crashes, none of which involved pedestrians or cyclists. The MPO's 2020 targets are 4 fatalities, 40 serious injuries, including 5 bike and pedestrian fatalities and serious injuries.

ATTACHMENT

HRMPO letter of concurrence with State DOT safety targets

HRMPO letter of concurrence with adjustment of State DOT bridge condition target

January 18, 2021

Mr. Raymond Khoury, P.E.
State Traffic Engineer
Traffic Engineering Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Khoury:

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

The selected methodology and selected targets are outlined below acknowledging acceptance to support the VDOT statewide annual goal percent change, to set a numerical target for each performance measure specific to the MPO planning area, or any combination of these two methods for all five safety performance targets.

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

Future Target Annual Percent Changes

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

Target Description	*Statewide Annual Goal Percent Change	MPO Adoption of Statewide Goal (Yes/No)
Fatalities	+3.2%	Yes
Serious Injuries	-1.46%	Yes
Non-Motorized Fatalities and Serious Injuries	-0.08%	Yes
Vehicle Miles Traveled (VMT)	+1.07%	Yes

*A positive value represents an increase and a negative value represents a reduction in five-year averages each year from 2019 to 2021.

2021 Safety Performance Targets

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

Target Description	Target Value
Fatalities	4
Fatality Rate	0.633
Serious Injuries	41
Serious Injury Rate	6.179
Non-Motorized Fatalities and Serious Injuries	4

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2021 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on **February 27, 2021**.

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

Respectfully,

Bonnie S. Riedesel

HRMPO Secretary/Treasurer

bonnie@cspdc.org





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Staunton, VA 24401

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January 18, 2021

Margie Ray
Performance Measures Manager
Office of Intermodal Planning and Investment
1221 East Broad Street
Richmond, VA 23219

Dear Ms. Ray:

HRMPO submits this letter to the Office of Intermodal Planning and Investment (OIP) to fulfill the requirements of the Federal Highway Administration’s (FHWA) January 2017 final rulemakings for National Performance Measures for asset condition and system performance.

On September 16, 2020, the Commonwealth Transportation Board 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 met federal requirements for target adjustments (23 CFR §490.107(b)(2)(E)).

MPOs have until March 15, 2021 (180 days from September 16, 2020) to “report to the State DOT whether it will either: (i) Agree to plan a program of projects so that they contribute to the adjusted State DOT target for that performance measure; or (ii) Commit to a new quantifiable target for that performance measure for its metropolitan planning area” (23 CFR §490.105(f)(7)). By supporting the adjusted State target, we agree to plan and program projects to contribute toward achieving the State target.

This letter satisfies the federal requirement for MPOs to notify the state whether they intend to support the state’s adjusted target for the percentage of deck area of bridges in good condition (NBI on NHS) or set a new target for their region.

Asset Condition Performance Measure	Established 4-year Target (2021)	Adjusted 4-year Target (2021)	Support Adjusted State Target	Set New Target for Region
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	33.0%	30.5%	Yes	No

We acknowledge MPO targets are reported to the State and will be made available to FHWA upon request.

For questions or comments, please contact me at bonnie@cspdc.org and 540-885-5174.

Respectfully,

Bonnie S. Riedesel
HRMPO Secretary-Treasurer



TO: Harrisonburg-Rockingham MPO Technical Advisory Committee

FROM: Ann Cundy, Director of Transportation

MEETING DATE: January 7, 2020

RE: **TAC Memo #21-2: FY21 UPWP and TIP Administrative Modifications**

EXECUTIVE SUMMARY

Staff has administratively modified the FY21 Unified Planning Work Program (UPWP) and the transit portion of the Transportation Improvement Program (TIP), and submitted these changes to the Department of Rail and Public Transportation (DRPT).

FY21 UPWP MODIFICATION

The FY21 UPWP modification reflects the final FY 2020 FTA Section 5303 (Transit Funds) carryover amount after the close-out of the fiscal year. The adjustment was submitted to VDOT and DRPT on December 1, 2020.

The carryover was added to the Long and Short Range Planning Work Elements in the attached Plan. The updated carryover amount is \$33,063, up \$13,063 from the estimated \$20,000 when the UPWP was approved, \$12,843 was added to Long Range Planning, and \$15,569 to Short Range. Following conclusion of the Port Republic Road Pedestrian Bridge Feasibility Study, the MPO has \$50,000 still available for a second small area study in the second half of FY21.

FY21-24 TIP MODIFICATION

DRPT notified the MPO that the vehicle cost amounts in the TIP for three 5310 providers needed to be updated. The transit portion of the TIP's financial plan reflects adjusted funding amounts for the Arc of Harrisonburg/Rockingham, and Pleasant View, Inc. We also corrected the VPAS entry and moved \$18k from capital to operating. The changes are documented in blue text in the Description under each section on page 21 of the document.

ATTACHMENTS

[FY21 UPWP Administrative Modification](#)

[FY21 TIP Administrative Modification](#)



TO: Harrisonburg-Rockingham MPO Technical Advisory Committee

FROM: Ann Cundy, Director of Transportation

MEETING DATE: January 7, 2020

RE: **TAC Memo #21-3: FY21 Small Area Study Program Update**

EXECUTIVE SUMMARY

This small area study has evaluated the feasibility of a bicycle-pedestrian bridge over Port Republic Road at the intersection with Bluestone Drive and Hillside Avenue. The bridge is a recommendation from the FY 2019 HRMPO Small Area Study of the Port Republic Road corridor to reduce vehicle delay, and improve pedestrian safety.

Phase I of the study concluded that a pedestrian bridge over Port Republic Road is infeasible. The Study Team and AMT are finalizing Phase 2 of the Study, which is evaluating Alternative 4, a consolidation of the two crosswalks on Port Republic Road to the western leg of the intersection.

BACKGROUND

Phase I evaluated three concepts for a pedestrian bridge over Port Republic Road. The two existing at-grade crossings of Port Republic Road are not pedestrian crash sites, but they do serve a large number of pedestrians entering and leaving the JMU campus. The frequent pedestrian calls to the signal for Bluestone Drive/Hillside Ave increase vehicle delay on Port Republic Road. Phase I of the study concluded that while a pedestrian bridge would reduce vehicle delay, the cost, increased pedestrian travel times, and aesthetic challenges do not make a bridge a good solution for the delay and travel time issues along the corridor.

Instead of refining a bridge design in Phase 2, the Study Team evaluated a fourth alternative for the intersection, eliminating the eastern crosswalk across Port Republic Road to reduce the number of pedestrian calls to the signal. VDOT modeled the alternative in Synchro, and concluded that consolidating the crosswalks produced similar reductions in travel time and delay as the bridge, without adding additional pedestrian travel time, and at a significantly lower cost. The eastern crosswalk does not serve any unique pedestrian destinations between the intersection and the next intersection to the east at Forest Hill Drive.

Alternative 4 also includes improvements for pedestrian safety and level of comfort. The sidewalk approaching Hillside Drive from the east will be moved off the curb and a green buffer strip added. The Hillside Drive crosswalk, site of pedestrian crashes in 2016 and 2017, will shift away from on-coming vehicles on Port Republic Road. The City will also evaluate the possibility of lighting the existing Port Republic Road crosswalk.

NEXT STEPS

AMT is refining the Alternative 4 concept and cost estimate based on comments from the Study Team. The Study Team is developing a plan for gathering public input on the concept, and evaluating a timeline and method for delivering the project. The Study is planned to conclude in early 2021.

ATTACHMENTS

Draft Concept for Alternative 4

CONSOLIDATED GRADE-CROSSING CONCEPT

Elements of the Consolidated Grade-Crossing Concept

Figure 1 depicts the elements associated with the implementation of “Consolidated Grade-Crossing” concept, as described in the following.

1. The existing curb ramp on the southeast corner of the intersection providing access to the southern crosswalk will be removed and replaced with VDOT CG-6 curb and gutter and sidewalk. Existing sidewalk on each side of the existing curb ramp will be removed to facilitate installation of new sidewalk and crossing deterrents. The pedestrian signal will be removed and signage providing crossing information to the pedestrians via the northern crosswalk will be installed.
2. The existing southern crosswalk markings will be eradicated.
3. The existing curb ramp on the southwest corner of the intersection providing access to the southern crosswalk will be removed. Existing sidewalk and curb and gutter to the south of this curb ramp and along a portion of Hillside Avenue will also be removed to facilitate installation of VDOT CG-6 curb and gutter, sidewalk, and crossing deterrents. The pedestrian signal will be re-located and signage providing crossing information to the pedestrians via the northern crosswalk will be installed.
4. The existing crosswalk on Hillside Avenue will be eradicated and a new crosswalk will be installed further back from the intersection to provide a shorter crossing distance.
5. A new curb ramp will be installed on the northern side of Hillside Avenue to connect to the Blue Stone Trail.
6. Existing sidewalk and curb ramp at the northwest corner of the intersection will be removed. Pedestrian signals will be re-located at the new curb ramps.
7. Existing curb ramp providing access to the northern crosswalk of Port Republic Road will be modified with a curb to direct west bound pedestrians to the Blue Stone Trail.

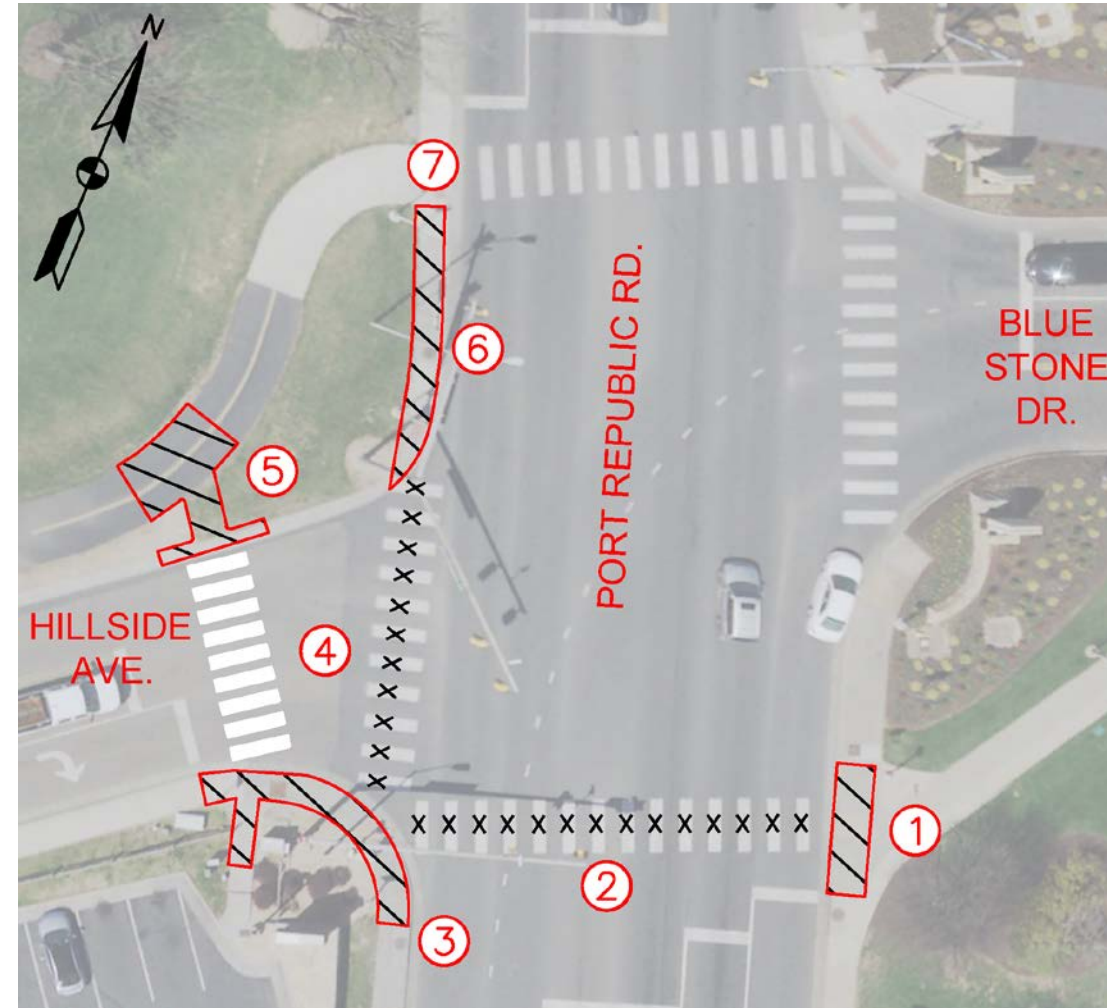


Figure 1 – Consolidated Grade-Crossing Concept