

**Winchester-Frederick County MPO  
Policy Board Meeting Agenda  
Frederick County Administrative Offices - First Floor Conference Room  
107 N. Kent Street, Winchester, VA  
November 15, 2017 - 10:00 a.m.**

**1. ADMINISTRATIVE ITEMS (10 minutes)**

- A. Adoption of Agenda
- B. Welcome and Introductions
- C. Review and approval of the Draft Minutes of the September 20, 2017 Policy Board Meeting **(Attached)**
- D. Financial Report **(Attached)**
- E. Draft November 7, 2017 Technical Advisory Committee Meeting Minutes **(Emailed Prior to Meeting)**
- F. Review and endorsement of proposed Enhancement Program grant application
  - Application for the development of a shared-use path along Abrams Creek from Senseny Road to Woodstock Lane **(Attached)**

**2. Public Comment Period**

**3. Transit FY18-21 TIP Amendment (10 minutes) – Karen Taylor, NSVRC**

**Action: Motion to forward the TIP amendment to the 20 day public comment period and pending public comments received, final approval.**

**4. A Look at the MPO Project Pipeline, from Planning to Programming (report) (15 Minutes) – Brandon Davis, NSVRC**

**5. Upcoming Meeting Schedule (5 minutes)** (all meetings held at Frederick County Administrative Offices)

- Project Steering Committee: TBD
- Technical Advisory Committee: Tuesday, December 5, 2017/ January meeting TBD
- Policy Meeting: Wednesday, December 20, 2017/ January meeting TBD

**6. VDOT/DRPT/Staff Updates (10 minutes)**

**7. Other Business (5 minutes)**

**8. Adjournment**

**Glossary of Acronyms on Next Page**

### Glossary of Acronyms

**CAC-** Citizen Advisory Committee- Serves as an advisory committee to the MPO Policy Board to solicit public input and provide citizen perspective on MPO projects. Conduct public hearings and public input sessions on selected projects at the direction of the Policy Board.

**CLRP** – Constrained Long Range Plan – A fiscally-constrained list of projects drawn from the Vision Plan element of the LRTP. All CLRP projects must have an estimated cost and a revenue source identified.

**FHWA** - Federal Highway Administration - Within the US Department of Transportation, FHWA is responsible for highway issues, including federal laws and regulations related to metropolitan transportation planning.

**FTA** - Federal Transit Administration- With in the US Department of Transportation, FTA is responsible for public transit issues, including federal laws and regulations related to metropolitan transportation planning.

**FTA Section 5303 Funds** - This program supports transit planning expenses to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan planning areas.

**FTA Section 5310** - Transportation for Elderly Persons and Persons with Disabilities - The goal of the Section 5310 Program is to provide assistance in meeting the special transportation needs of elderly persons and persons with disabilities. The program is designed to supplement other FTA or assistance programs by funding transportation projects for elderly person and persons with disabilities in all areas – urbanized, small urban, and rural.

**LRTP-** Long Range Transportation Plan- Developed and approved by the MPO, the LRTP is a regional plan that includes all transportation projects and programs that the MPO realistically anticipates can be implemented over the next 25 years. LRTP's may include a VISION PLAN, which is a list of all projects (a “wish list”), but must also include a CLRP. In order to receive federal funding, transportation projects must be included in the LRTP and the TIP.

**MAP-21** - Transportation Reauthorization Bill, Moving Ahead For Progress In The 21<sup>st</sup> Century Act (MAP-21).

**MPO** - Metropolitan Planning Organization - Federal transportation laws and regulations require the establishment of an MPO in every urbanized area of the U.S. with a population over 50,000. MPOs are responsible for meeting the federal metropolitan planning regulations for transportation.

**STP Funds** - STP funds are Federal Funds disbursed through State DOT's for Surface Transportation projects.

**TAC-** Technical Advisory Committee- Serves in an advisory capacity to the Policy Board of the MPO. The TAC works with MPO staff to formulate the UPWP, the LRTP, and provides technical review and assistance on numerous MPO projects undertaken as called out in the UPWP.

**TIP** - Transportation Improvement Program - Approved by the MPO Policy Board, it is a list of projects and programs that will be implemented over the next six years. In order to receive federal funding, transportation projects must be included in the Constrained Long Range Plan and the TIP. Amendments are major changes to a project included in the CLRP, TIP or STIP that are not Administrative Modifications.

**UPWP** – Unified Planning Work Program- MPOs must adopt and implement an annual work program and budget known as the Unified Planning Work Program (UPWP). The UPWP identifies all activities to be undertaken by the MPO during the fiscal year which begins July 1<sup>st</sup> and ends the following June 30th.

**VDOT - Virginia Department of Transportation** – The Agency responsible for statewide transportation facility planning, construction, and maintenance. VDOT is separate from the Virginia Department of Rail and Public Transportation (VDRPT).

**VDRPT - Virginia Department of Rail and Public Transportation** – The Agency under the Virginia Secretary of Transportation (as is VDOT) provides technical and financial assistance to Virginia's public transit.



**Winchester-Frederick County MPO  
Policy Board Meeting Minutes  
Frederick County Administrative Offices - First Floor Conference Room  
107 N. Kent Street, Winchester, VA  
September 20, 2017 - 10:00 a.m.**

**1. ADMINISTRATIVE ITEMS**

- A. Adoption of Agenda – A motion was made by Mr. DeHaven approving the agenda as presented; motion seconded by Mr. Kiser. Motion carried.
- B. Election of FY2018 Chairman and Vice-Chairman – Ms. Taylor opened the floor for Chairman nominations – A motion was made by Ms. McCann-Slaughter nominating Mr. Willingham; motion seconded by Mr. DeHaven. Motion carried. Chairman Willingham opened the floor for Vice Chairman nominations – A motion was made by Ms. Freeman nominating Mr. DeHaven; motion seconded by Mr. Hill. Motion carried.
- C. Welcome and Introductions - Chairman Willingham welcomed everyone to the meeting.
- D. Review and approval of the Draft Minutes of the May 17, 2017 Policy Board Meeting – A motion was made by Ms. Freeman approving the minutes; motion seconded by Mr. Tierney. Motion carried.
- E. Financial Report – Report provided for information only.
- F. Draft September 5, 2017 Technical Advisory Committee Meeting Minutes – Minutes provided for information only.

**2. Public Comment Period – None reported.**

**3. Cancellation of North Winchester Area Study**

Mr. Madera requested that this item be tabled to a future meeting. Mr. Short stated that the Scope of Work for the study has changed and there have been conversations about doing a spot analysis and getting project costs at a more manageable level. Mr. Madera stated that the Project Steering Committee will meet to narrow down a scope of work. Ms. McCann-Slaughter asked to receive an invite to the meeting.

**4. A Look at the MPO Project Pipeline, from Planning to Programming**

Mr. Madera reviewed the projects that are in the CLRP and the Vision Plan. He also reviewed the projects as they are related to SmartScale project submittals. The Board asked Mr. Madera to prepare visuals and present those at the next meeting.

**5. Adoption of Statewide Safety Performance Targets**

Mr. Madera presented information in regards to adopting Statewide Safety Performance Targets. In order for the MPO to be compliant with the State, these targets will need to be adopted. Mr. Madera stated that this does not have an impact on funding and there are no consequences to adopting these standards. A motion was made by Ms. McCann-Slaughter that the MPO adopt the Statewide Safety Performance Targets; Motion seconded by Ms. Freeman. Motion carried.

## **6. I-81 Presentation**

Mr. Jeff Lineberry with VDOT presented a PPT on the I-81 Corridor (presentation is attached to the minutes). Following the presentation, discussion ensued. The Board made the following requests to VDOT: total numbers of dollars spent on I-81 versus I-95; Summarize SmartScale funds projects on I-95; Future I-81 PPT on safety only. Chairman Willingham stated that the secondary roads that get congested when there is an incident on I-81 do not get enough attention such as Route 37, 81 and 522. He asked VDOT what the Policy Board could do to be impactful regarding this issue. VDOT will identify hot spot areas and work with staff in regard to safety projects.

## **7. SMART SCALE Changes**

Mr. Short gave a PPT on SmartScale changes (presentation is attached to the minutes). Mr. Kiser stated that if the Board is not happy with the changes, submit a formal letter to Mr. Whitworth. The Board directed staff to draft a formal letter in regards to the changes.

## **8. Upcoming Meeting Schedule** (all meetings held at Frederick County Administrative Offices)

- Project Steering Committee: TBD
- Technical Advisory Committee: Tuesday, October 3, 2017
- Policy Meeting: Wednesday, October 18, 2017

**9. Other Business** – Ms. Freeman asked that the Policy Board approve filling two City vacancies on the MPO Technical Advisory Committee: Mr. Shawn Hershberger, Development Services Director and Mr. Justin Hall, Public Works Division Manager. A motion was made by Mr. DeHaven approving the request; seconded by Mr. Hill. Motion carried.

## **10. Meeting adjourned at 11:30 a.m.**

**Glossary of Acronyms on Next Page**

### Glossary of Acronyms

**CAC**- Citizen Advisory Committee- Serves as an advisory committee to the MPO Policy Board to solicit public input and provide citizen perspective on MPO projects. Conduct public hearings and public input sessions on selected projects at the direction of the Policy Board.

**CLRP** – Constrained Long Range Plan – A fiscally-constrained list of projects drawn from the Vision Plan element of the LRTP. All CLRP projects must have an estimated cost and a revenue source identified.

**FHWA** - Federal Highway Administration - Within the US Department of Transportation, FHWA is responsible for highway issues, including federal laws and regulations related to metropolitan transportation planning.

**FTA** - Federal Transit Administration- With in the US Department of Transportation, FTA is responsible for public transit issues, including federal laws and regulations related to metropolitan transportation planning.

**FTA Section 5303 Funds** - This program supports transit planning expenses to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan planning areas.

**FTA Section 5310** - Transportation for Elderly Persons and Persons with Disabilities - The goal of the Section 5310 Program is to provide assistance in meeting the special transportation needs of elderly persons and persons with disabilities. The program is designed to supplement other FTA or assistance programs by funding transportation projects for elderly person and persons with disabilities in all areas – urbanized, small urban, and rural.

**LRTP**- Long Range Transportation Plan- Developed and approved by the MPO, the LRTP is a regional plan that includes all transportation projects and programs that the MPO realistically anticipates can be implemented over the next 25 years. LRTP's may include a VISION PLAN, which is a list of all projects (a “wish list”), but must also include a CLRP. In order to receive federal funding, transportation projects must be included in the LRTP and the TIP.

**MAP-21** - Transportation Reauthorization Bill, Moving Ahead For Progress In The 21<sup>st</sup> Century Act (MAP-21).

**MPO** - Metropolitan Planning Organization - Federal transportation laws and regulations require the establishment of an MPO in every urbanized area of the U.S. with a population over 50,000. MPOs are responsible for meeting the federal metropolitan planning regulations for transportation.

**STP Funds** - STP funds are Federal Funds disbursed through State DOT's for Surface Transportation projects.

**TAC**- Technical Advisory Committee- Serves in an advisory capacity to the Policy Board of the MPO. The TAC works with MPO staff to formulate the UPWP, the LRTP, and provides technical review and assistance on numerous MPO projects undertaken as called out in the UPWP.

**TIP** - Transportation Improvement Program - Approved by the MPO Policy Board, it is a list of projects and programs that will be implemented over the next six years. In order to receive federal funding, transportation projects must be included in the Constrained Long Range Plan and the TIP. Amendments are major changes to a project included in the CLRP, TIP or STIP that are not Administrative Modifications.

**UPWP** – Unified Planning Work Program- MPOs must adopt and implement an annual work program and budget known as the Unified Planning Work Program (UPWP). The UPWP identifies all activities to be undertaken by the MPO during the fiscal year which begins July 1<sup>st</sup> and ends the following June 30th.

**VDOT - Virginia Department of Transportation** – The Agency responsible for statewide transportation facility planning, construction, and maintenance. VDOT is separate from the Virginia Department of Rail and Public Transportation (VDRPT).

**VDRPT - Virginia Department of Rail and Public Transportation** – The Agency under the Virginia Secretary of Transportation (as is VDOT) provides technical and financial assistance to Virginia's public transit.



# Virginia Interstate 81 Corridor Overview



Jeff Lineberry, PE  
Transportation Land Use Director

Terry R. Short, Jr.  
District Planning Manager



# Interstate 81



## I-81 CORRIDOR SIGNIFICANCE



**11.7**  
MILLION TRUCKS/YEAR



**\$312**  
BILLION IN GOODS/YEAR



**42%**  
OF STATEWIDE  
TRUCK TRAFFIC



**1,259**  
Average incidents per year (FY13-FY17)

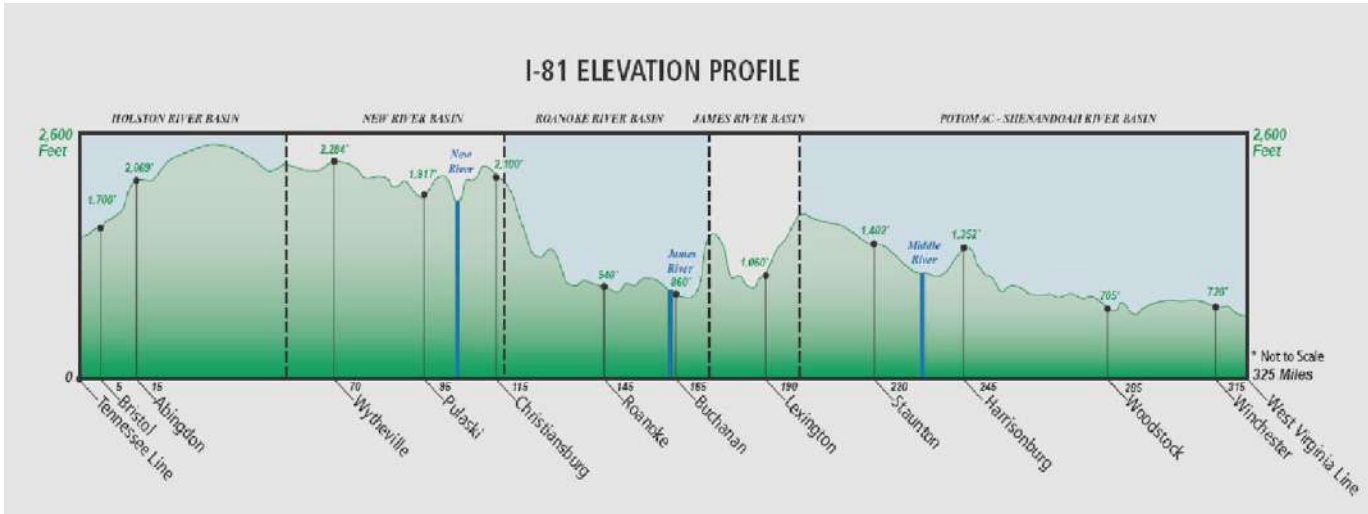



**30**  
CRASHES/YEAR  
(WITH CLEARANCE TIMES  
GREATER THAN 6 HOURS)





# Interstate 81 in Virginia

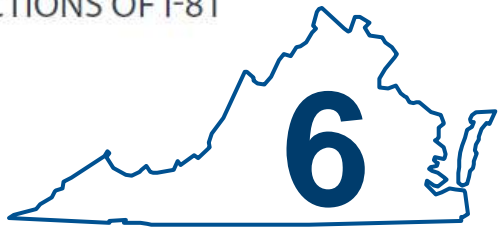


 **48 MILES**  
OF I-81 HAVE  
GRADES GREATER  
THAN 3%

   
   
TRUCKS  
MAKE UP **20-30%**  
OF THE TRAFFIC VOLUMES ON  
SOME SECTIONS OF I-81

**30** 

LOSS OF ONE LANE  
OF I-81 CAUSES A  
**65%**   
REDUCTION IN HIGHWAY CAPACITY

 **6**

Higher Education  
Institutions



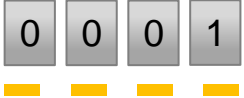

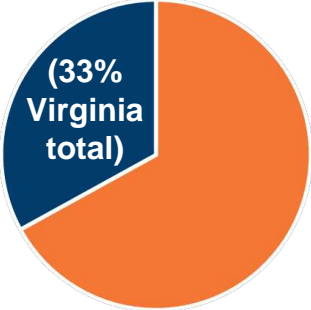
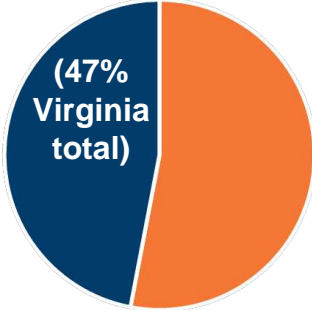
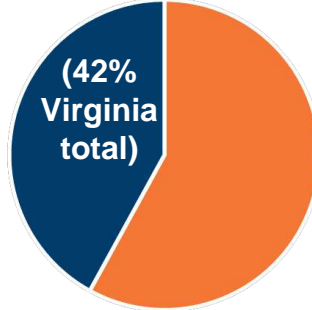

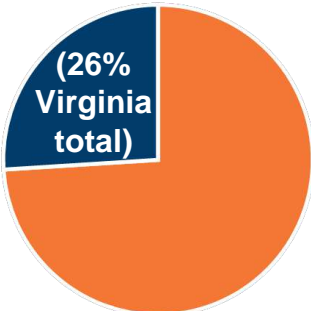
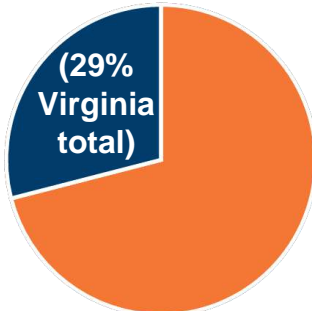
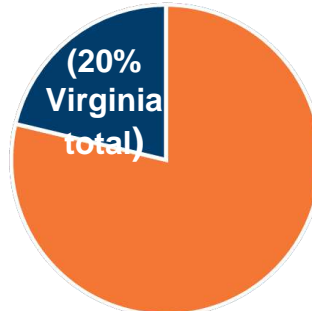
Metropolitan  
Areas





# Primary Truck Routes

Transearch data quantifies Virginia's strong dependence on two primary truck routes: I-81 and I-95

	Total Trucks 	Freight Value 	Truck VMT 
	11.7 million units 	\$312 billion of freight 	1.2 billion truck VMT 
	9.0 million units 	\$195 billion of freight 	598 million truck VMT 

# Impact of Trucks and Terrain

The effect of uphill grade on trucks

Level  
<2% grade



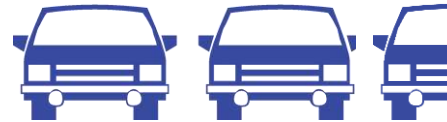
=



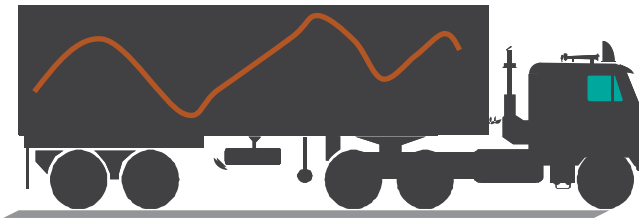
Rolling  
2-3% grade



=



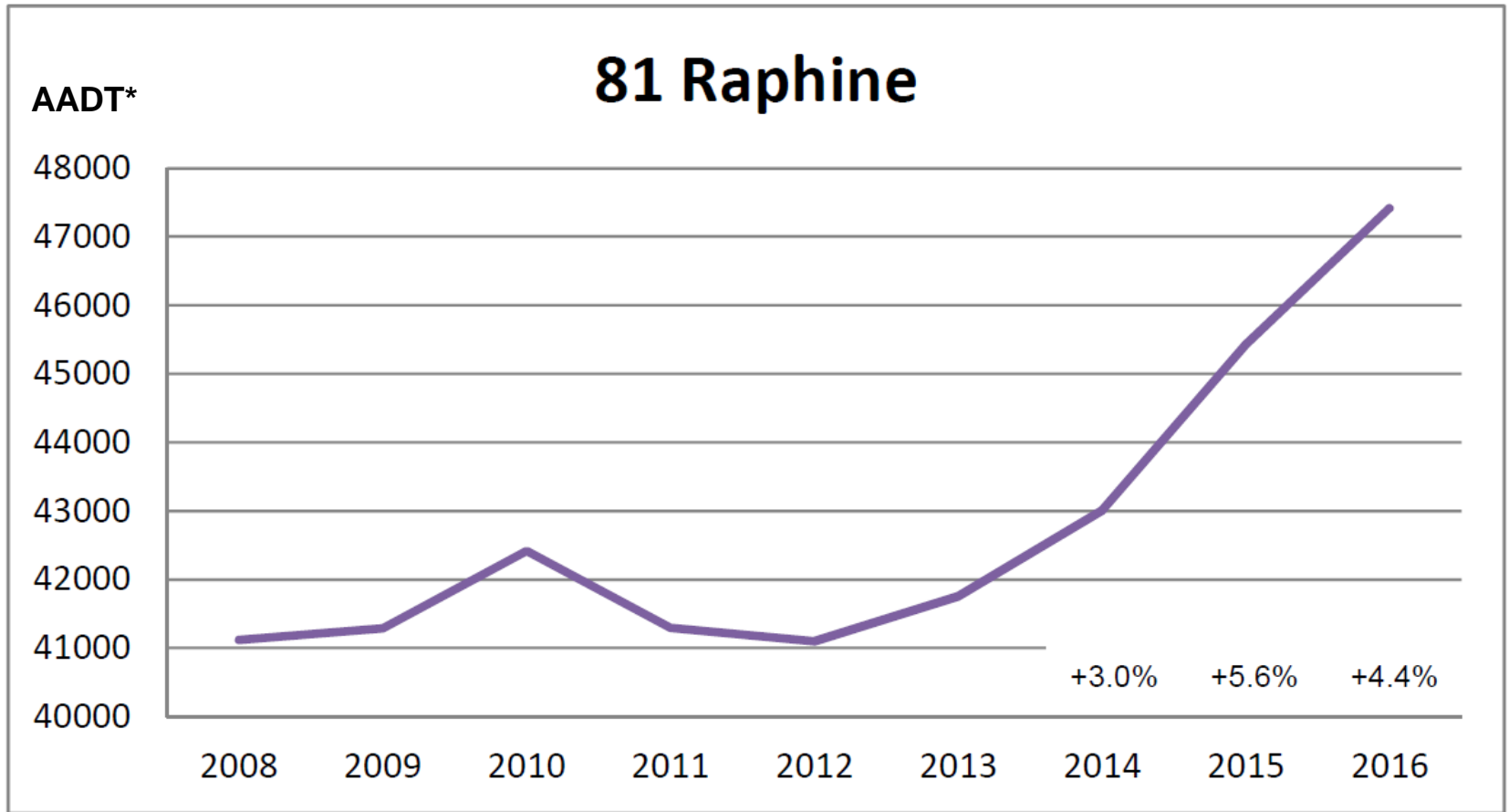
Mountain  
3+% grade



=



# Traffic Volume Trends



\*AADT (Annual Average Daily Traffic) - is the total volume of vehicle traffic of a highway or road for a year divided by 365 days.

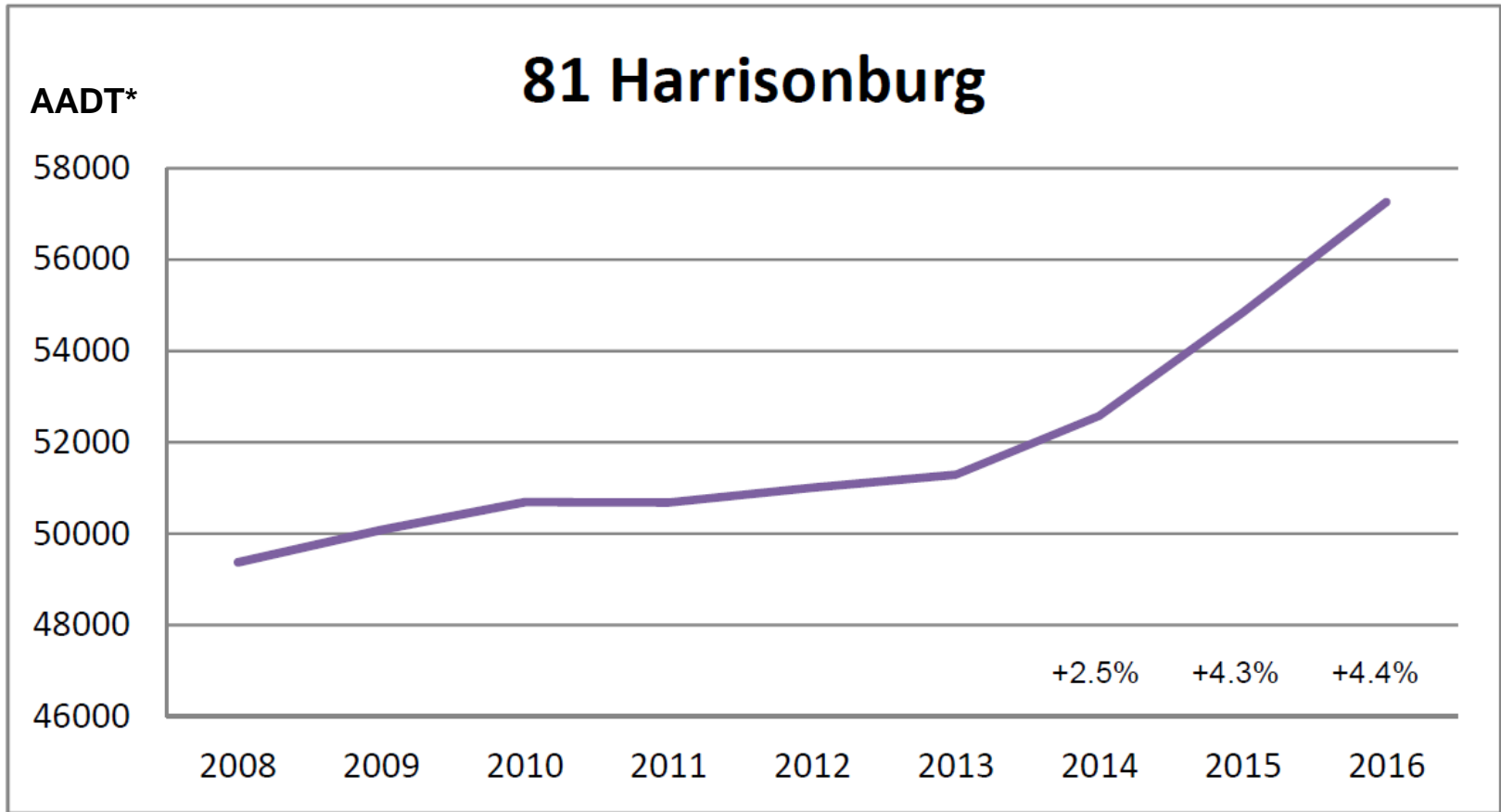
\*\*ADT (Average Daily Traffic) - the average 24 hour volume, being the total volume during a stated period divided by the number of days in that period. Normally, this would be periodic daily traffic volumes over several days, not adjusted for days of the week or seasons of the year.

81	Raphine	
	ADT	% Increase
June 2016	52700	
June 2017	53900	2.3

ADT\*\*



# Traffic Volume Trends



\*AADT (Annual Average Daily Traffic) - is the total volume of vehicle traffic of a highway or road for a year divided by 365 days.

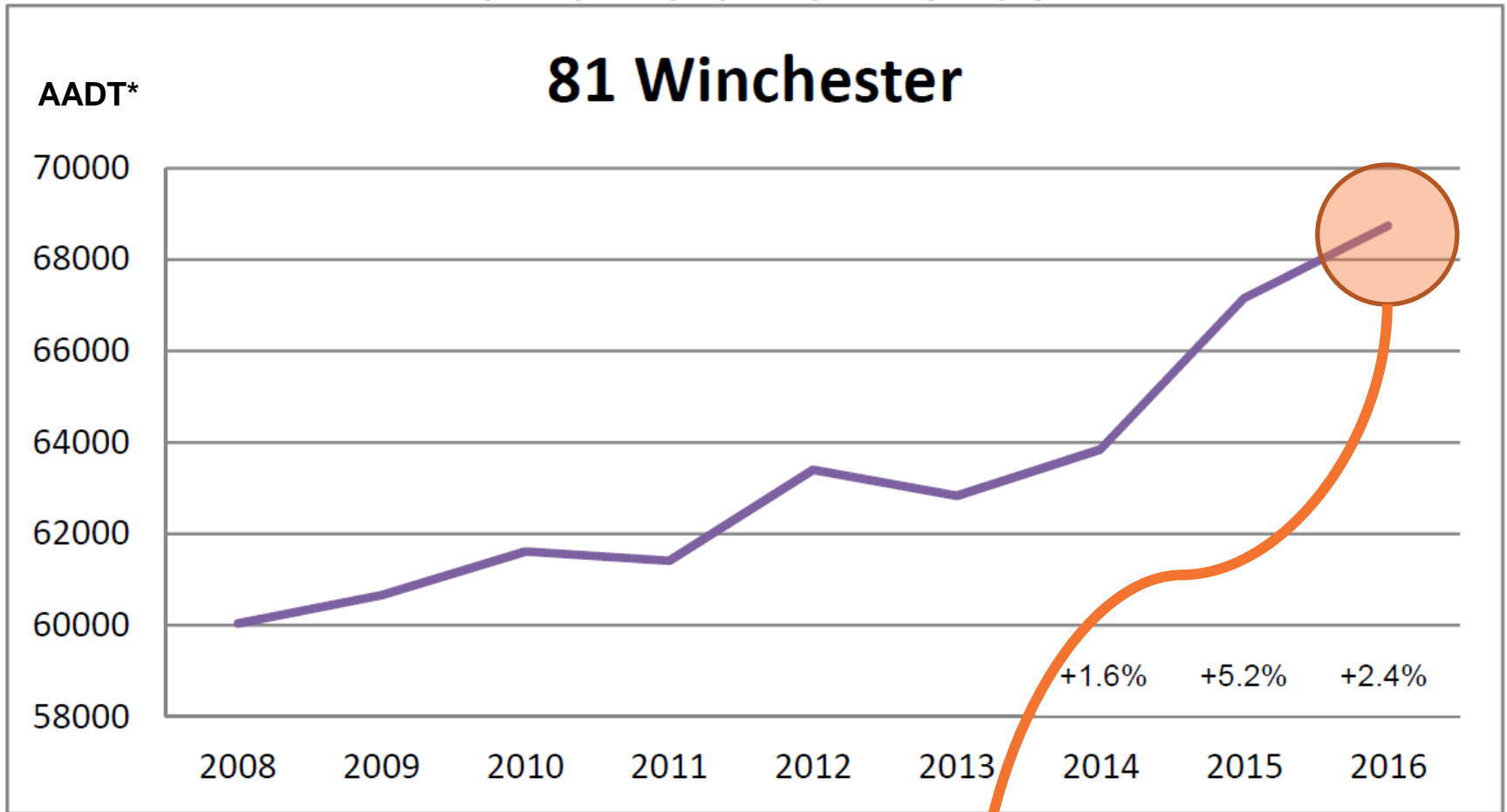
\*\*ADT (Average Daily Traffic) - the average 24 hour volume, being the total volume during a stated period divided by the number of days in that period. Normally, this would be periodic daily traffic volumes over several days, not adjusted for days of the week or seasons of the year.

81	Harrisonburg	
	ADT	% Increase
June 2016	60600	
June 2017	62000	2.3

ADT\*\*



# Traffic Volume Trends



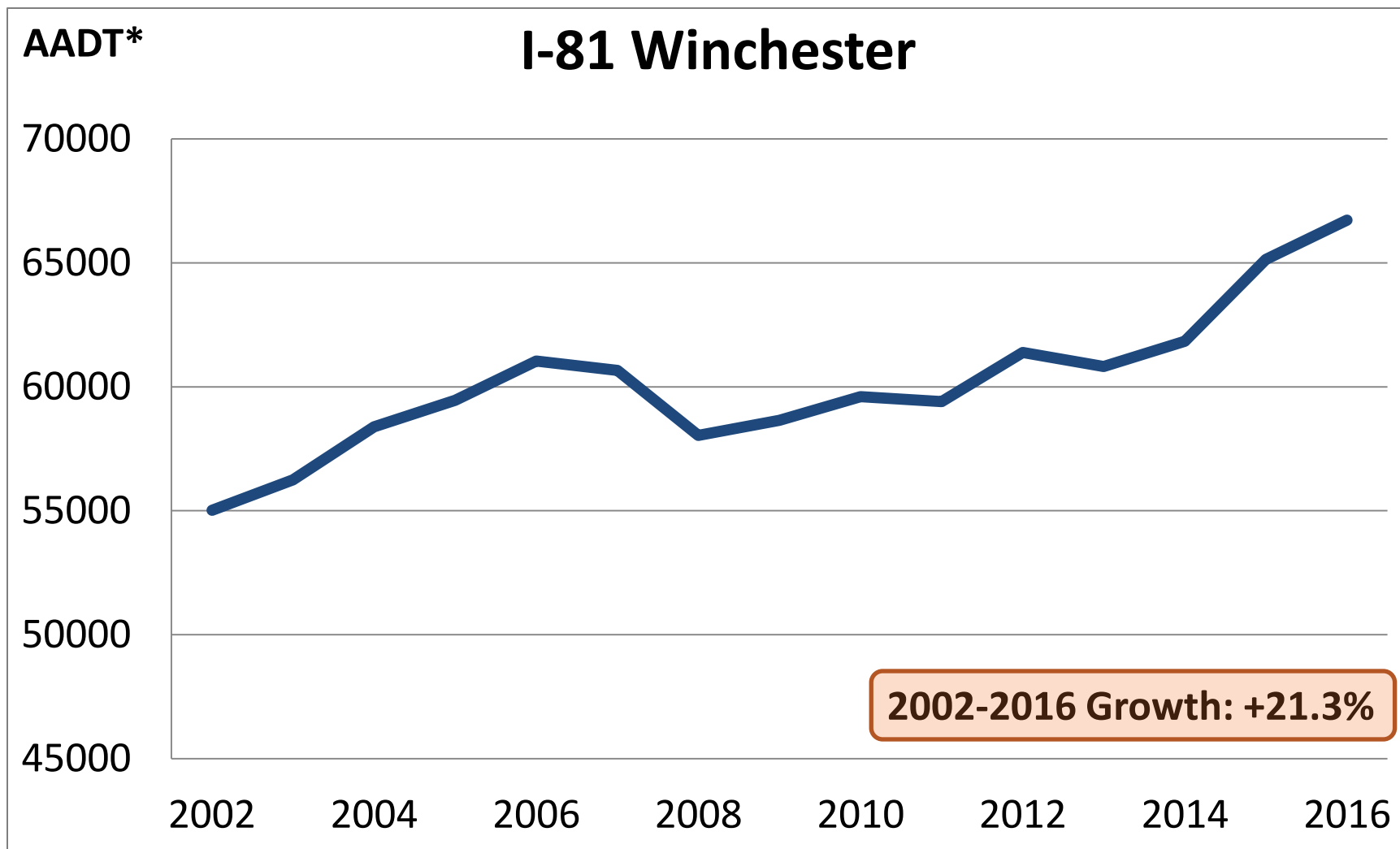
\*AADT (Annual Average Daily Traffic) - is the total volume of vehicle traffic of a highway or road for a year divided by 365 days.

\*\*ADT (Average Daily Traffic) - the average 24 hour volume, being the total volume during a stated period divided by the number of days in that period. Normally, this would be periodic daily traffic volumes over several days, not adjusted for days of the week or seasons of the year.

81	Winchester	
	ADT	% Increase
June 2016	72100	
June 2017	73800	2.4

ADT\*\*

# Traffic Volume Trends



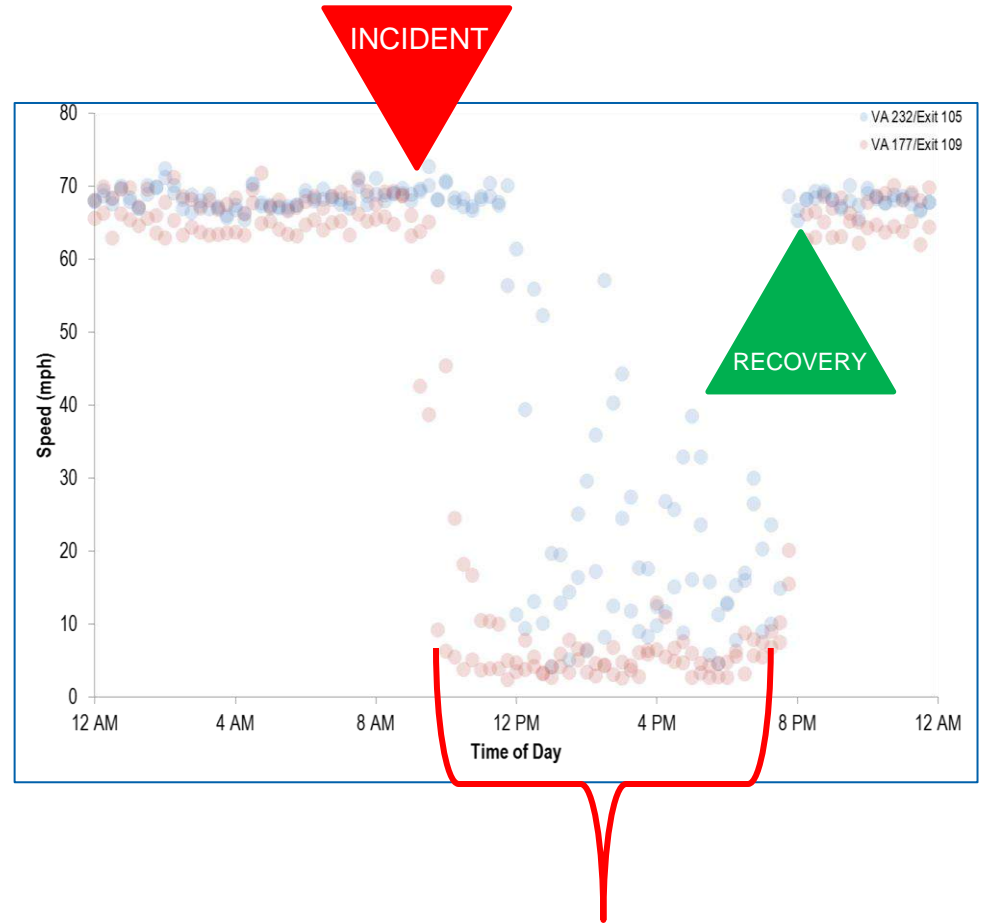
\*AADT (Annual Average Daily Traffic) - is the total volume of vehicle traffic of a highway or road for a year divided by 365 days.

# Impact of Incidents



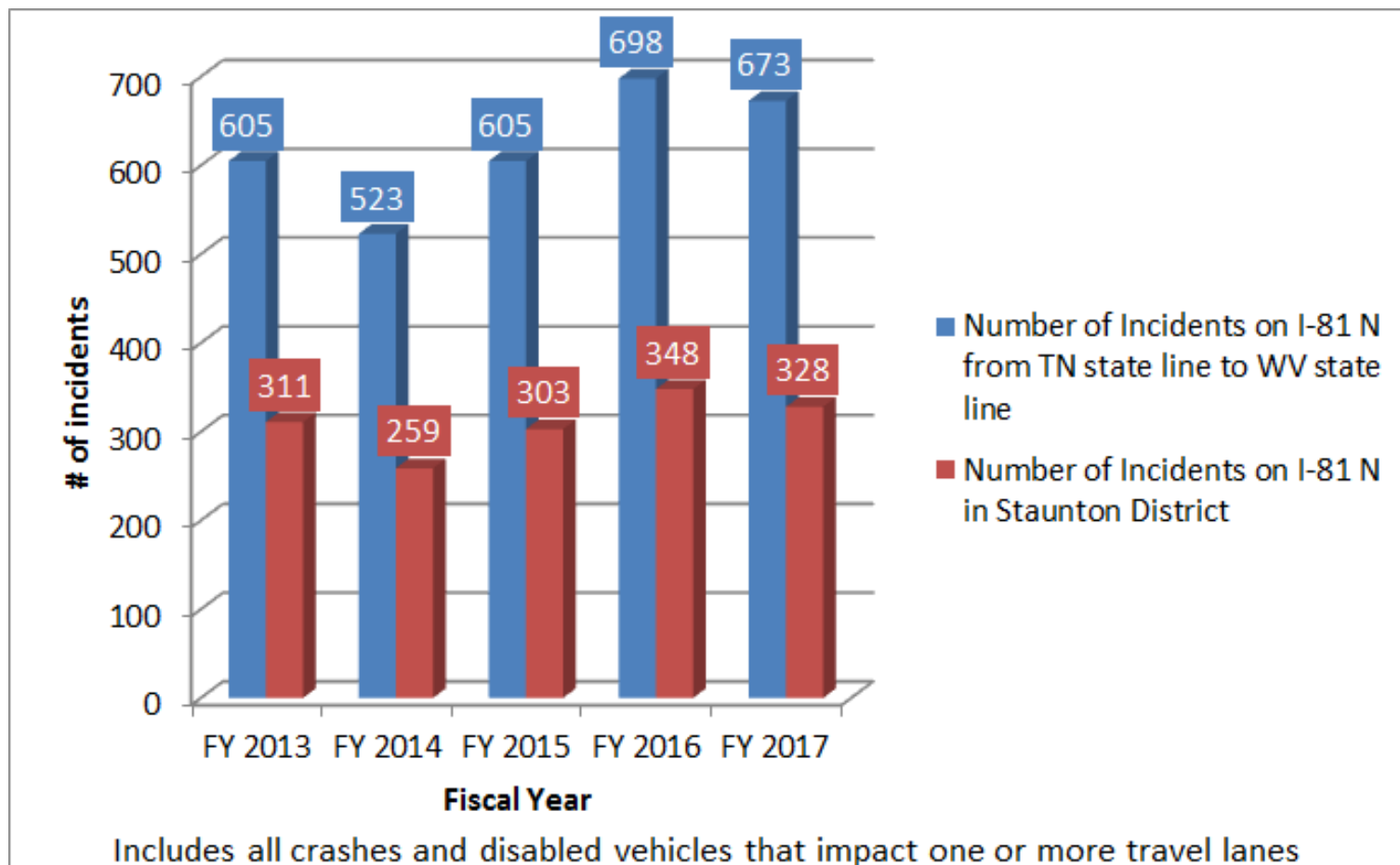
## I-81 NB Crash MP 112 Salem – June 20, 2015

- Beginning at 7:28am
- Incident involving tractor-trailer
- Duration: 12 hours
- Est. queue length: 8 miles
- Vehicle hours of delay: 16,355
- Est. delay cost: \$612,000

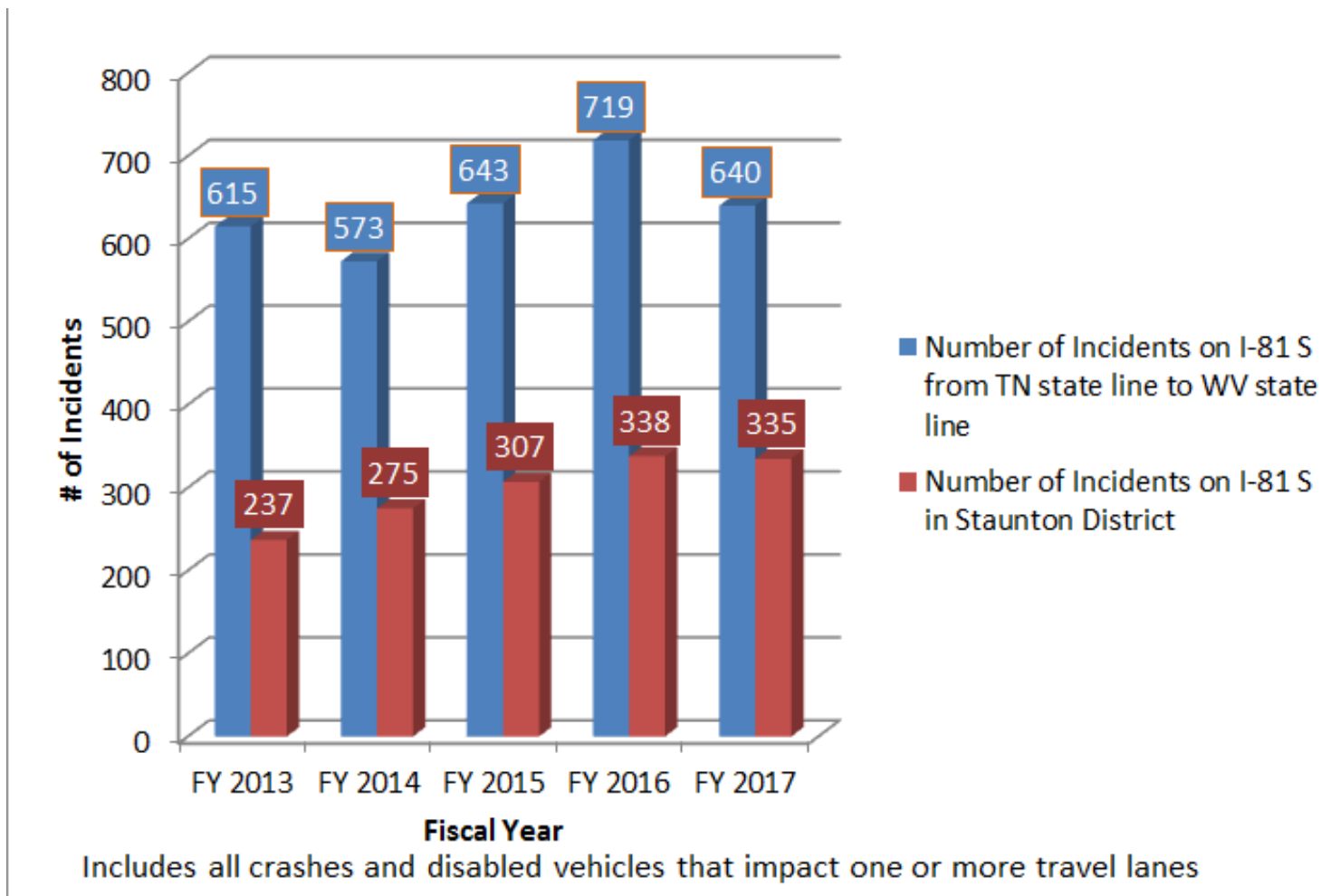




# Incident Trends – I-81 North



# Incident Trends – I-81 South





# Incident Trends

	FY13-FY17 average duration (min)	FY13-FY17 # incidents	FY13-FY17 #>1 hr incidents	FY13-FY17 #>2 hr incidents	FY13- FY17 #>4 hr incident s	2016 AADT	FY13-FY17 Average Annual VDH
Minimum	45	17	10	3	0	12,000	238
Maximum	134	280	106	29	14	30,833	52,402
Average	70	95	35	11	4	22,993	16,503

**Notes:**

<b>Average Duration =</b>	Average incident duration within each mm group from the start of incident until travel lanes were clear
<b># Incidents =</b>	The number of crashes and disabled vehicles that impacted one or more travel lanes within each mm group
<b>2016 AADT =</b>	Calendar year 2016 Average Annual Daily Traffic count for the corresponding mm group
<b>Average Annual VHD =</b>	The average annual vehicle-hours of delay due to all events (incidents, weather, work zones, other congestion)



# Common Recovery Issues



# Incident Management Omnibus Bill

## Background

- Over 24 million vehicle hours of delay occurred in FY16 on Virginia's interstates alone
- A national estimate states that roadway incidents contribute to 25% of congestion
- The Incident Management Omnibus Bill offer low cost solutions to reduce incident durations

## Purpose

Improve traffic incident response and management by updating five sections of the *Code of Virginia* (46.2-808, 46.2-920.1, 46.2-888, 46.2-1210 and 46.2-1212.1) to:

- Shorten the response times to incidents
- Reduce lane closure times due to an incident
- Reduce the impact highway incidents have on public safety, responder safety, and our economy

## Funding & Projects On the Way

- Smart Scale for Round 2: \$1 billion available- \$358.9 million for District Grant Program (27.5%) and \$658.8 million for High Priority Projects (27.5%) with 436 applications requesting \$9.96 B billion.
- Funds programmed for FY18- FY23 SYIP (Round 1 and 2 excludes Round 1- FY17 funding) to HB 1887 (fully implemented 2021): \$3.26 billion
  - District Grant- \$1.1 billion statewide with \$86.7 M (7.8%) for Staunton District
  - High Priority- \$1.05 billion statewide with \$51.9 M for Staunton District
  - State of Good Repair (pavement & bridge)- \$1.14 billion (45%) statewide with \$88.9 M (7.9%) for Staunton District.
  - Statewide total \$3.26 B and Staunton District total \$227.5 M
- Staunton District Smart Scale:
  - Round 1 -29 applications with 18 projects funded at \$106 million: \$69 M District Grant & \$37 M High Priority allocated.
  - Round 2- 45 applications requesting \$562 M with 20 projects funded at \$41 million: \$24 M District Grant (DG) and \$16.4 M High Priority allocated with one funded with \$573,000 with safety funding. Plus additional \$7.7 M of DG for unpaved roads.



# I-81 Projects Overview

★ Smart Scale FY18 Application  
Exit 317 Realignment of NB Off-Ramp

Active MPO Project  
Exit 317 Interchange Study (\$0.50M)

Smart Scale FY17 Funded  
Exit 323 Extension of NB Deceleration & SB Acceleration Lanes

★ Smart Scale FY18 Application  
Exit 317 Realignment of NB Off-Ramp onto Route 11 & Redbud Road (\$11.24M)

Active MPO Project  
Exit 317 Interchange Study (\$0.50M)

Smart Scale FY17 Funded  
Exit 323 Extension of NB Deceleration & SB Acceleration Lanes (\$3.97M)

Smart Scale FY18 Funded  
Exit 315 Extension of NB Off-Ramp (\$0.64M)

Active District Project  
Exit 313 Interchange Study (\$2.20M)

★ Smart Scale FY18 Application  
Exit 313 Replacement of Route 50/17 Bridge (\$39.37M)

Active District Project  
Exit 310 Interchange Improvement (\$32.20M)

Active District Project  
Exit 307 Location Study (\$1.30M)

Smart Scale FY18 Funded  
Exit 296 Extension of NB Acceleration & SB Deceleration Lanes (\$1.00M)

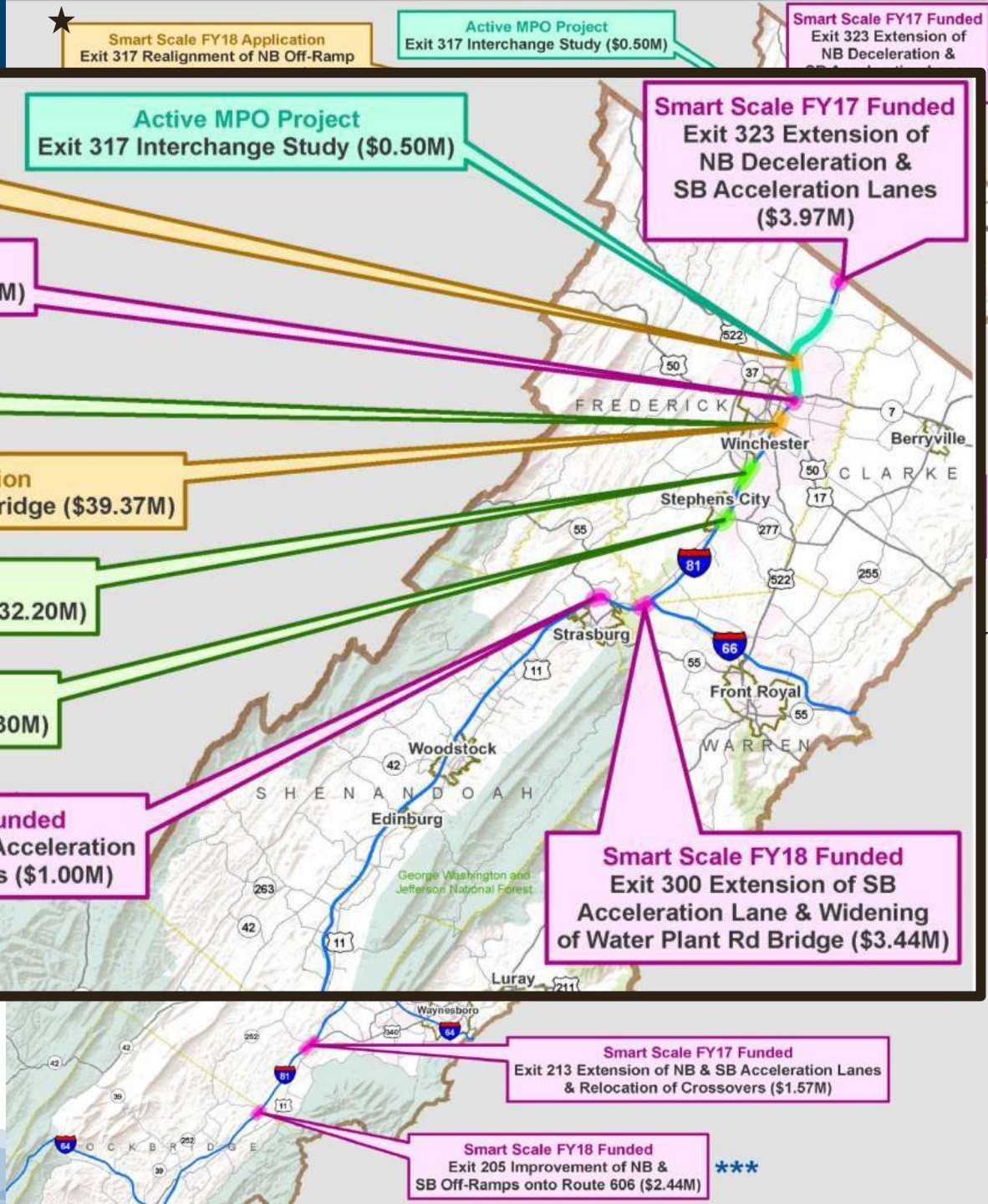
**\$45.25M Committed/Funded**

Smart Scale FY18 Funded  
Exit 300 Extension of SB Acceleration Lane & Widening of Water Plant Rd Bridge (\$3.44M)

Smart Scale FY17 Funded  
Exit 213 Extension of NB & SB Acceleration Lanes & Relocation of Crossovers (\$1.57M)

Smart Scale FY18 Funded  
Exit 205 Improvement of NB & SB Off-Ramps onto Route 606 (\$2.44M)

\*\*\*







# I-81 Projects Overview

Salem District

## Summary of Project Costs

6 Active District Projects at \$164.3M  
(\$118.8M Under Construction)

1 Smart Scale FY17 Funded at \$29.8M

6 Smart Scale FY18 Applications at \$113.8M

3 Smart Scale FY18 Funded at \$38.6M

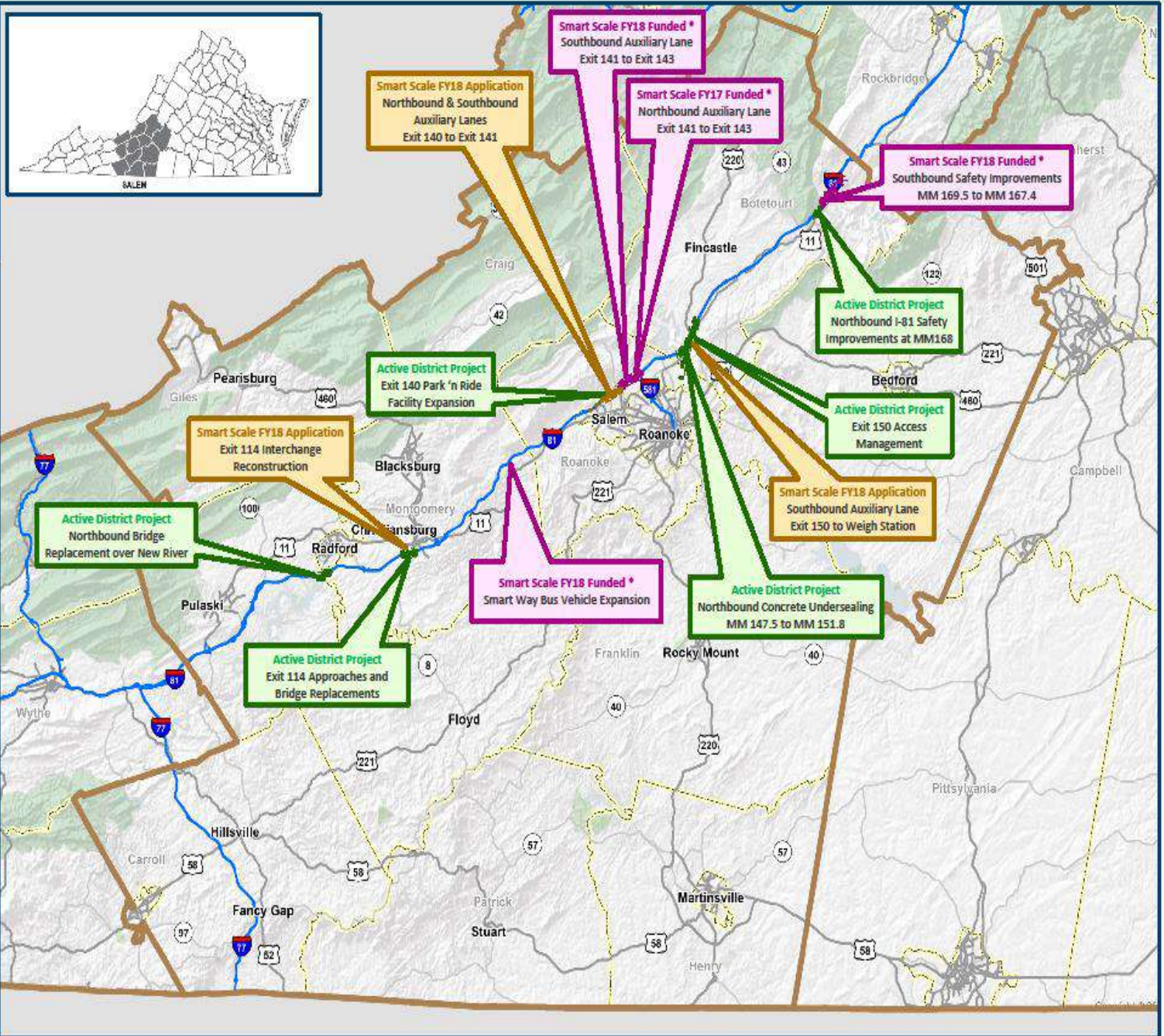
## FASTLANE Grant Application

### Corridor-Wide Strategies

- Freight Safety Service Patrol
- Innovative Incident Response (drones/apps)
- Towing Response Incentive Program (TRIP)
- Instant Tow Dispatch
- Truck Parking Management System
- Smart Way Vehicle Expansion

### Salem District Construction Projects

- Radford Rest Area Ramp Improvements
- Ironto Rest Area Ramp Improvements
- Smart Scale Projects included in FASTLANE Grant Application \*







# I-81 Projects Overview

## Bristol District

### Summary of Project Costs

8 Active District Projects at \$130.5M  
(\$60.0M Under Construction)

4 Smart Scale FY17 Funded at \$51.9M

3 Smart Scale FY18 Applications at \$38.0M

1 Smart Scale FY18 Funded at \$2.5M

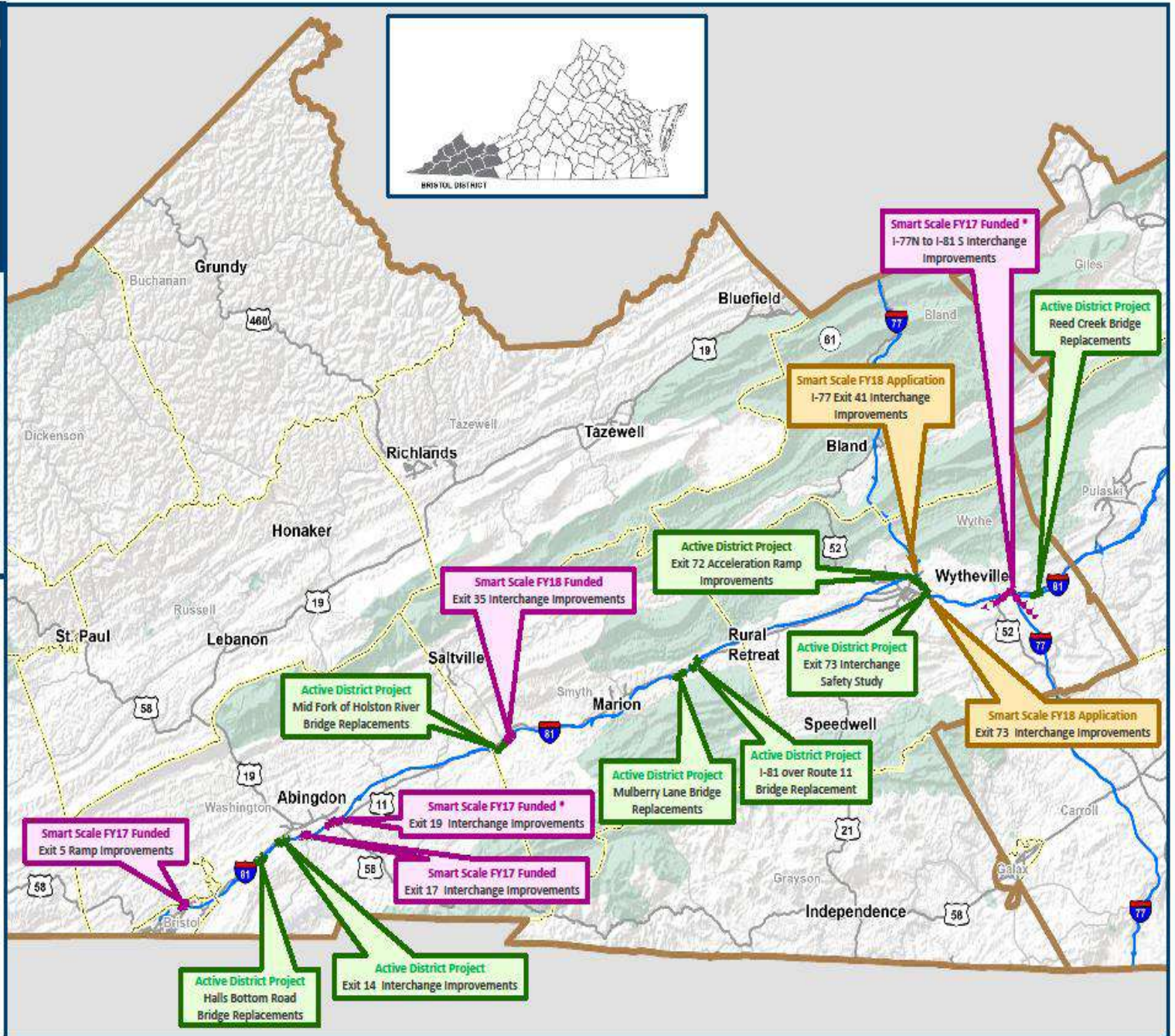
### FASTLANE Grant Application

#### Corridor-Wide Strategies

- Freight Safety Service Patrol
- Innovative Incident Response (drones/apps)
- Towing Response Incentive Program (TRIP)
- Instant Tow Dispatch
- Truck Parking Management System

#### Bristol District Construction Projects

- Exit 24 Ramp Improvements
- Exit 29 Ramp Improvements
- Smart Scale Projects included in FASTLANE Grant Application \*



# Planning Level Cost of Improvements

- \$10 to \$15 Million per direction (per mile) to add one lane with wide shoulders
- \$30-\$50 Million (per interchange)
- There are lots of variables that affect cost
  - # of bridges
  - Right of way cost
  - Cross street improvements (Local Road network)
  - Etc.



## INFRA Grants:

- Infrastructure for Rebuilding America
- Announced in Federal Register on June 29, 2017 and replaces FASTLANE grant program.
- Large project submissions in FASTLANE program not scored but can be resubmitted under INFRA.
- Approximately \$1.5 B in funding available.
- Application deadline is 8:00 PM EST, November 2, 2017.
- VDOT plans to submit an I-81 application under the new INFRA program, building on last year's I-81 FASTLANE application.

# Questions?





# SMART SCALE

*Funding the Right  
Transportation Projects  
in Virginia*

## SMART SCALE Updates

**Nick Donohue**  
**Deputy Secretary of Transportation**  
**September 19, 2017**

# Updates



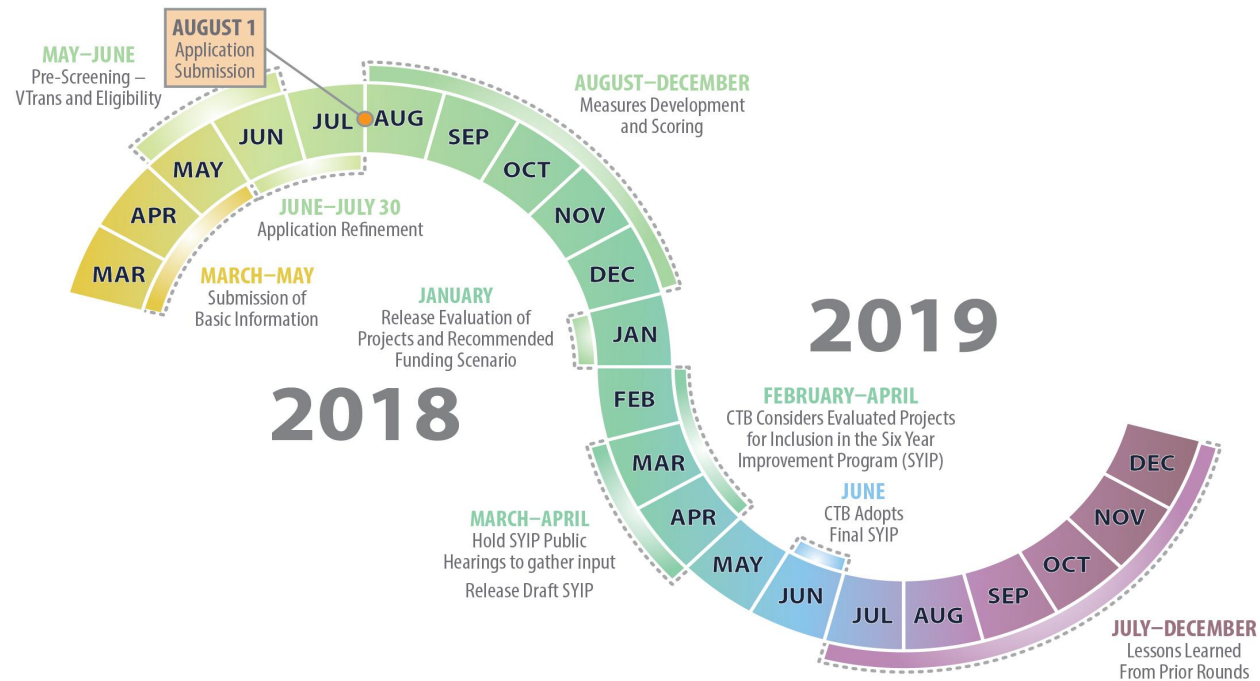
- Recap of proposed Round 3 changes
- Follow-up items from June meeting
  - Economic Development Measure
    - Cap on Square Footage
    - Distressed Communities
  - Congestion Measures
    - Current day demand versus forecasted demand 10 years in future
    - Scaling Throughput
- Summary of Feedback Received

# Proposed Changes to Process Recap



## Biennial Schedule

- Begin application intake March 1<sup>st</sup> 2018
- June 1<sup>st</sup> deadline for creation of an application
- August 1<sup>st</sup> submission deadline



# Proposed Changes to Policy Recap



## Application Limits

- Establish 2 tiers based on population

Tier	Localities	MPOs/PDCs/Transit Agencies	Maximum Number of Applications
1	Less than 200K	Less than 500K	4
2	Greater than 200K	Greater than 500K	8



# Proposed Changes to Policy Recap



## Project Readiness

- Formalize and strengthen policy on required level of project planning
  - ***New interchange on limited access facility***
    - IJR with preferred alternative
  - ***Grade separation of at-grade intersection***
    - At-grade improvement options have been assessed
  - ***New signal***
    - Signal warrants have been met and signal justified
  - ***Major widening***
    - Corridor optimization and alternatives to new lanes have been evaluated
- ***Demonstrate*** that a project has ***public support***, requiring resolution of support from governing body and in MPO areas a resolution of support from the regional entity

# Proposed Changes to Policy Recap



## Project Eligibility

- Clarify the ineligibility of maintenance and State of Good Repair (SGR) projects
- If project scope is mostly the repair or replacement of existing assets then it is not eligible for SMART SCALE Examples include:
  - **Signal system replacement (mast arms, signal heads)**
  - **Bridge replacement with wider lane widths and/or ped accommodations**

# Proposed Changes to Policy Recap



- **Full Funding Policy**
  - Program not intended to replace committed local/regional funding sources, proffers, and/or other committed state/federal funding sources
  - If \$ request is to add components to existing fully funded project then requested components will be analyzed independently
- **Relationship of Major Project Elements**
  - Add guidance that project elements must be associated (contiguous or same improvement type)

# Proposed Changes to Measures Recap



## Congestion

- **Person throughput – scale based on length**

## Safety

- Remove DUI crashes and use blended rate for fatal and severe injury crashes

## Accessibility – A.1 and A.2 - Access to Jobs

- Eliminate the 45 and 60 minute cap for auto and transit job access respectively

## Land Use

- More specific definitions of mixed-use development
- New methodology - Accessibility to key non-work destinations such as grocery, healthcare, education, etc.

# Proposed Changes to Measures Update



## Congestion - Person Throughput – scale based on length

- SMART SCALE team has been working on various methods to better scale throughput based on the size of the project
- Challenges remain and center around the different approaches to calculating throughput - modeled vs non-modeled projects
- Additional time, research and development is needed

## Moving Forward

- Team will continue to work on items to address between now and October meeting

# Proposed Changes to Measures Update



## Congestion - Current Day Demand vs. Forecasted Demand

- **Pros**
  - Would focus on areas that are a problem today - as opposed to something that may be problem in the future
  - Eliminates projections and forecasting, simplifies congestion analysis
- **Cons**
  - Accounting for committed projects in SYIP for modeled improvement - non-standard methodology
  - High growth areas would not be reflected in analysis and limits ability to pro-actively address problems

# Proposed Changes to Measures Recap



## Economic Development - ED.1 - Site Development

- Remove 0.5 points for consistent with local and regional plans - project specifically referenced in local comp plan or regional economic development strategy = 0.5 points
- **Project in areas with economic needs get up to 0.5 points**
- Zoned properties must get primary/direct access from project
- Conceptual (0.5, 1) vs detailed site plans (2, 4 points) – points based on whether submitted or approved
- Reduce buffer to max of 3 miles
- **Considering establishment of maximum square footage based on project type and based on current level of development - cannot exceed x% of total current square footage in jurisdiction(s)**

## Economic Development - ED.2 - Intermodal Access

- Scale freight tonnage-based measure by the length of the improvement



# Proposed Changes to Measures Update

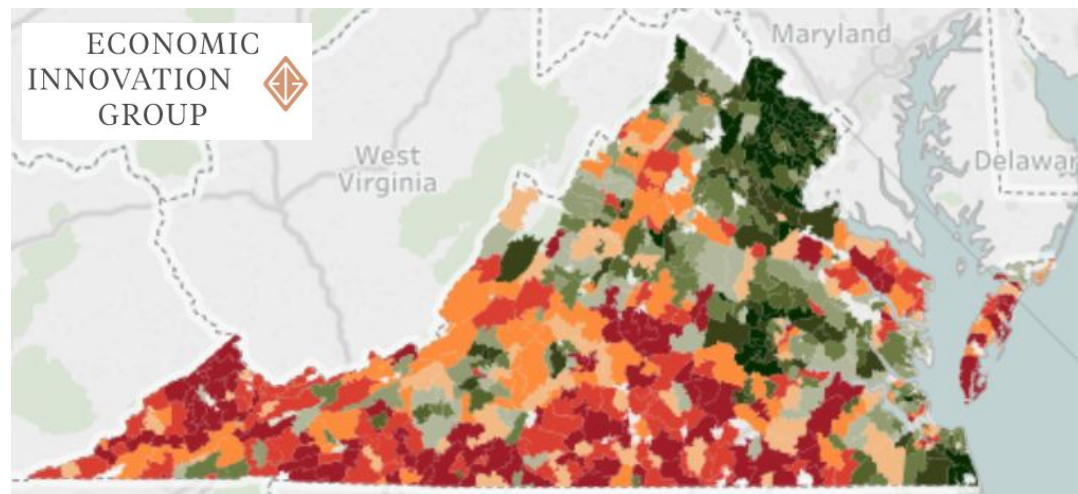


## Economic Development - ED.1 - Site Development

- Project in areas with greater economic needs get up to 0.5 points

### Recommendation:

- Utilize data from Economic Innovation Group, data is zip code based
- Values ranges from 100 to 0, with 100 being the most distressed
- Propose calculating points by multiply distress value (as a percentage) by 0.5 points



Distress Score Color Legend





# Proposed Changes to Measures Update



## Economic Development - ED.1 - Site Development

- Considering establishment of maximum square footage based on project type and based on current level of development - cannot exceed x% of total current square footage in jurisdiction(s)
- **Research and feedback have demonstrated this may not be the best approach**

## Recommendation Approach

- Establish statewide limit on amount of square footage, additional documentation required for anything above that amount
  - Conducted review of outliers from previous two rounds
  - 10,000,000 square foot cap appears reasonable, addresses main outliers, and limit impacts

# Input Received



## Draft Technical Guide made publicly available on August 20, 2017

### Application Limits

- Concerns raised on whether the two tier approach provides advantage/disadvantage to populated areas
- Concerns that limit could encourage applicants to submit maximum
- Effect of limits to smaller unincorporated towns - county unwilling to sponsor

### Project Eligibility

- Concerns with proposal that proffered improvements not be eligible

### Project Readiness

- Requested documentation (IJR, signal warrants, major widening) could be dated by the time funding is available - clarify level of documentation
- Suggestion for templates to document project readiness and alternative evaluation

# Input Received



## Measures/Methods

- **Congestion**
  - Include weekend analysis
  - Include current year in congestion analysis
- **Safety**
  - Points for preventative treatments
- **Accessibility**
  - Support and Opposition to removing 45/60 minute caps on access to jobs
- **Economic Development**
  - Increase buffer area for larger capacity projects
  - Higher weighting for Intermodal Access and Travel Time Reliability when competing for High Priority Program
  - Clarify definition of “primary access” for zoned only properties
- **Land Use**
  - Larger buffer for larger projects
  - More information on ‘non-work’ accessibility measure

# Schedule and Next Steps



## September – October - Fall Transportation Meetings

- Training and Outreach on proposed changes
- Receive public comment on proposed changes

## October 20, 2017 - Deadline to submit comments on Draft SMART SCALE Technical Guide

## October CTB Meeting

- Adopt Revised CTB Policy and Policy/Technical Guides

**WIN-FRED MPO FYE 2018 UPWP  
Revenues & Fiscal Year to Date Expenses Summary by Task  
July 1, 2017 through October 28, 2017 (FY 2018)**

UPWP Tasks	% Split VDOT/ DRPT	Highway Funding				Transit Funding				Total 100% MPO Expenditures	UPWP Funding Remaining
		FHWA Planning 80%	State Match 10%	Local Match 10%	Subtotal Highway VDOT	FTA 5303 80%	State Match 10%	Local Match 10%	Subtotal Transit DRPT		
<b>Task 1: Program Management and Administration Revenue</b>	<b>60/40</b>	\$ 31,200.00	\$ 3,900.00	\$ 3,900.00	\$ 39,000.00	\$ 20,800.00	\$ 2,600.00	\$ 2,600.00	\$ 26,000.00	\$ 65,000.00	
NSVRC Administrative Expenses & Direct Costs		\$ (9,510.12)	\$ (1,188.76)	\$ (1,188.76)	\$ (11,887.64)	\$ (500.53)	\$ (62.57)	\$ (62.57)	\$ (625.67)	\$ (12,513.31)	
T1 Revenue Balance Remaining		\$ 21,689.88	\$ 2,711.24	\$ 2,711.24	\$ 27,112.36	\$ 20,299.47	\$ 2,537.43	\$ 2,537.43	\$ 25,374.33	\$ 52,486.69	80.7%
<b>Task 2: Transportation Improvement Program (TIP)</b>	<b>50/50</b>	\$ 1,000.00	\$ 125.00	\$ 125.00	\$ 1,250.00	\$ 1,000.00	\$ 125.00	\$ 125.00	\$ 1,250.00	\$ 2,500.00	
NSVRC Administrative Expenses & Direct Costs		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
T2 Revenue Balance Remaining		\$ 1,000.00	\$ 125.00	\$ 125.00	\$ 1,250.00	\$ 1,000.00	\$ 125.00	\$ 125.00	\$ 1,250.00	\$ 2,500.00	100.0%
<b>Task 3: State/Federal Requested Work Tasks</b>	<b>50/50</b>	\$ 3,000.00	\$ 375.00	\$ 375.00	\$ 3,750.00	\$ 3,000.00	\$ 375.00	\$ 375.00	\$ 3,750.00	\$ 7,500.00	
NSVRC Administrative Expenses & Direct Costs		\$ (1,303.42)	\$ (162.93)	\$ (162.93)	\$ (1,629.27)	\$ (144.82)	\$ (18.10)	\$ (18.10)	\$ (181.03)	\$ (1,810.30)	
T3 Revenue Balance Remaining		\$ 1,696.58	\$ 212.07	\$ 212.07	\$ 2,120.73	\$ 2,855.18	\$ 356.90	\$ 356.90	\$ 3,568.97	\$ 5,689.70	75.9%
<b>Task 4: Public Mobility</b>	<b>0/100</b>	N/A				\$ 32,000.00	\$ 4,000.00	\$ 4,000.00	\$ 40,000.00	\$ 40,000.00	
NSVRC Administrative Expenses & Direct Costs		N/A				\$ (14,316.41)	\$ (1,789.55)	\$ (1,789.55)	\$ (17,895.51)	\$ (17,895.51)	
Consultant Expenses		N/A				\$ -	\$ -	\$ -	\$ -	\$ -	
T4 Revenue Balance Remaining		N/A				\$ 17,683.59	\$ 2,210.45	\$ 2,210.45	\$ 22,104.49	\$ 22,104.49	55.3%
<b>Task 5: Local Technical Assistance</b>	<b>100/0</b>	\$ 16,000.00	\$ 2,000.00	\$ 2,000.00	\$ 20,000.00	N/A				\$ 20,000.00	
NSVRC Administrative Expenses & Direct Costs		\$ (65.04)	\$ (8.13)	\$ (8.13)	\$ (81.30)	N/A				\$ (81.30)	
Consultant Expenses		\$ -				N/A					
T5 Revenue Balance Remaining		\$ 15,934.96	\$ 1,991.87	\$ 1,991.87	\$ 19,918.70	N/A				\$ 19,918.70	99.6%
<b>Task 6: Bicycle &amp; Pedestrian Plan Development</b>	<b>0/100</b>	N/A				\$ 2,000.00	\$ 250.00	\$ 250.00	\$ 2,500.00	\$ 2,500.00	
NSVRC Administrative Expenses & Direct Costs		N/A				\$ (403.12)	\$ (50.39)	\$ (50.39)	\$ (503.90)	\$ (503.90)	
T6 Revenue Balance Remaining		N/A				\$ 1,596.88	\$ 199.61	\$ 199.61	\$ 1,996.10	\$ 1,996.10	79.8%
<b>Task 7: System Planning</b>	<b>95/5</b>	\$ 257,906.00	\$ 32,238.00	\$ 32,238.00	\$ 322,382.00	\$ 13,574.00	\$ 1,697.00	\$ 1,697.00	\$ 16,968.00	\$ 339,350.00	
NSVRC Administrative Expenses & Direct Costs		\$ (1,792.29)	\$ (224.04)	\$ (224.04)	\$ (2,240.36)	\$ (94.33)	\$ (11.79)	\$ (11.79)	\$ (117.91)	\$ (2,358.27)	
Consultant Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
T7 Revenue Balance Remaining		\$ 256,113.71	\$ 32,013.96	\$ 32,013.96	\$ 320,141.64	\$ 13,479.67	\$ 1,685.21	\$ 1,685.21	\$ 16,850.09	\$ 336,991.73	99.3%
<b>Task 8: Long Range Planning, Modeling, GIS and Data</b>	<b>90/10</b>	\$ 14,400.00	\$ 1,800.00	\$ 1,800.00	\$ 18,000.00	\$ 1,600.00	\$ 200.00	\$ 200.00	\$ 2,000.00	\$ 20,000.00	
NSVRC Administrative Expenses & Direct Costs		\$ (6,023.17)	\$ (752.90)	\$ (752.90)	\$ (7,528.96)	\$ (669.24)	\$ (83.66)	\$ (83.66)	\$ (836.55)	\$ (8,365.51)	
T8 Revenue Balance Remaining		\$ 8,376.83	\$ 1,047.10	\$ 1,047.10	\$ 10,471.04	\$ 930.76	\$ 116.34	\$ 116.34	\$ 1,163.45	\$ 11,634.49	58.2%
<b>TOTAL FY18 BUDGETED REVENUES</b>		\$ 323,506.40	\$ 40,437.80	\$ 40,437.80	\$ 404,382.00	\$ 73,974.00	\$ 9,247.00	\$ 9,247.00	\$ 92,468.00	\$ 496,849.00	
<b>TOTAL FY18 EXPENSES FISCAL YEAR TO DATE</b>		\$ (18,694.02)	\$ (2,336.75)	\$ (2,336.75)	\$ (23,367.53)	\$ (16,128.46)	\$ (2,016.06)	\$ (2,016.06)	\$ (19,656.67)	\$ (43,528.10)	
<b>TOTAL FY18 BUDGETED REVENUES REMAINING</b>		\$ 304,812.38	\$ 38,101.05	\$ 38,101.05	\$ 381,014.47	\$ 57,845.14	\$ 7,231.14	\$ 7,230.94	\$ 72,307.23	\$ 453,321.90	

**Fiscal Year to Date Staff Hours: July 1 - October 28, 2017**

	TASK #1	TASK #2	TASK #3	TASK #4	TASK #5	TASK #6	TASK #7	TASK #8	TOTAL HOURS
Executive Assistant									
Executive Director	54.75								
Principal Planner			15.50		1.00	3.00	36.00	128.75	
Director of Finance & Administration	31.50								
Program Coordinator									
Sr. Project & Operations Manager	50.00			18.00		4.00			
GIS/Regional Planner II								18.00	
<b>TOTAL HOURS FYTD</b>	136.25	0.00	15.50	18.00	1.00	7.00	36.00	146.75	360.50





## COUNTY of FREDERICK

Parks and Recreation Department

540/665-5678

Fax: 540/665-9687

E-mail: fcprd@fcva.us

www.fcprd.net

RETURN TO AGENDA

AGENDA ITEM 1F

---

# MEMO

---

**To:** WinFred MPO Policy Board  
**From:** Jon Turkel, Park and Stewardship Planner *JMT*  
**Date:** October 30, 2017  
**Subject:** VDOT Transportation Alternatives Grant Application

County staff has completed an application for a Virginia Department of Transportation (VDOT) Transportation Alternatives (TA) Grant for the current application cycle. TA Grants are federal funds that are awarded by the Commonwealth Transportation Board (CTB). Typically awarded on an annual basis, this year applications for funds in years FY19 and FY20 are being accepted. The next application round is anticipated to be in 2019. The TA grant program is a 80% / 20% match grant, the Frederick County Board of Supervisors approved (6-1) a resolution of support at their October 25<sup>th</sup> meeting.

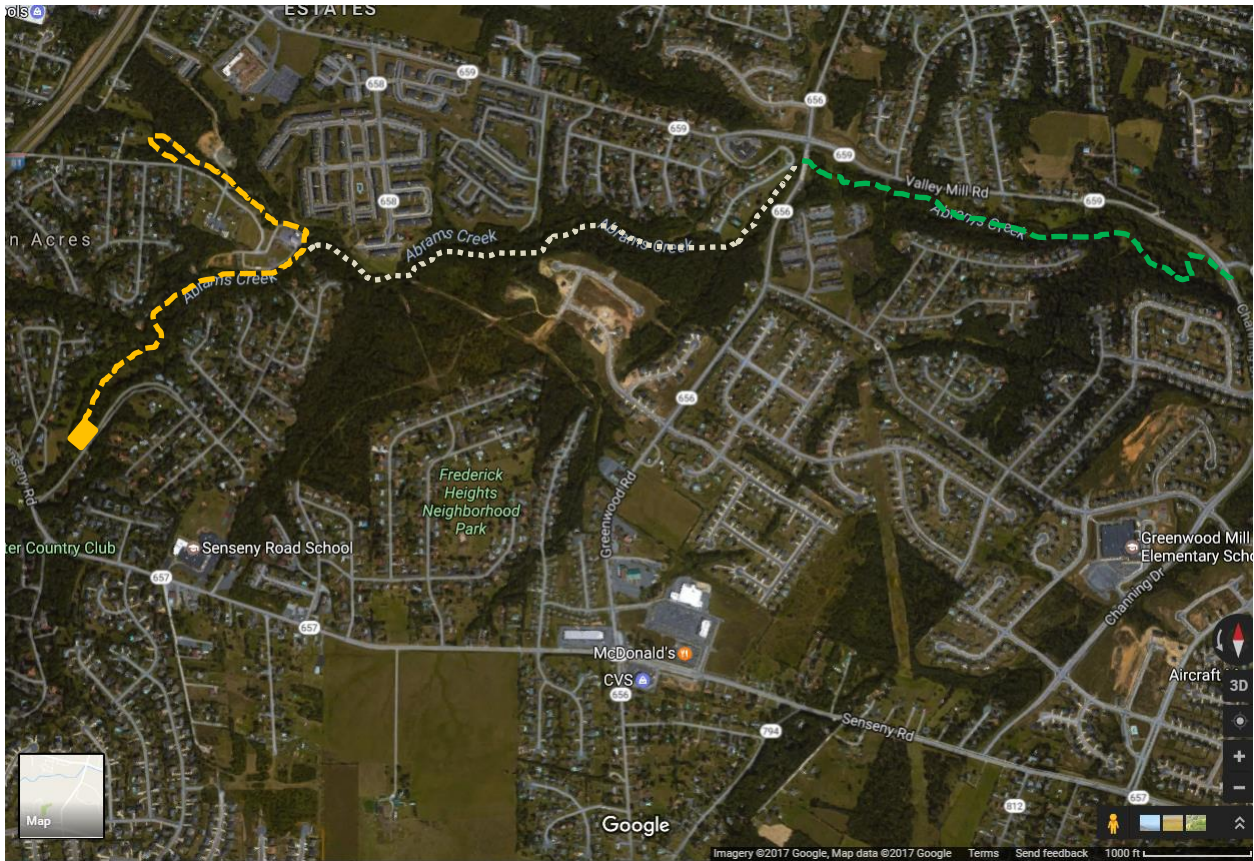
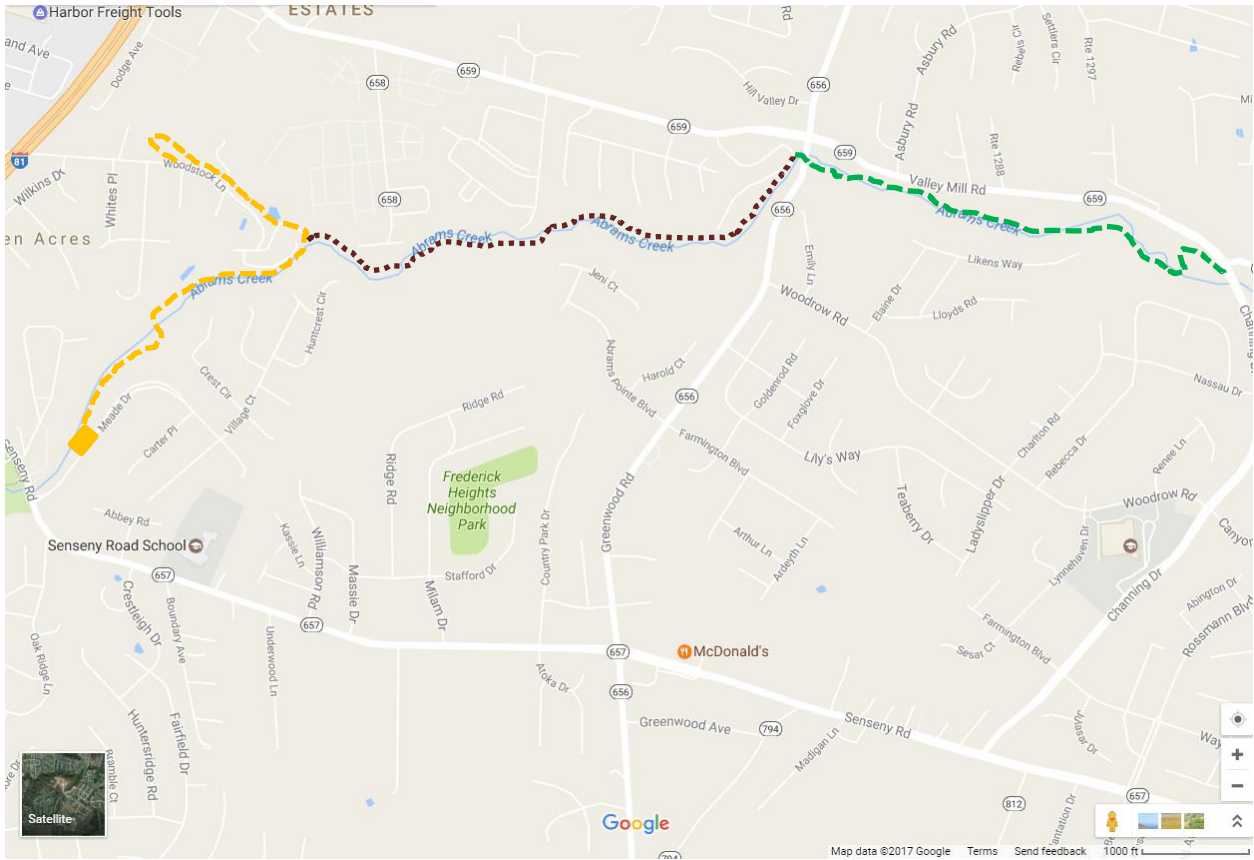
The Frederick County Parks and Recreation Commission has recommended an application for the development of a shared-use path along Abrams Creek from Senseny Road to Woodstock Lane. This represents Phase I of III in the complete Abrams Creek Trail vision. (**Attachment 1**). The Abrams Creek Trail is identified as a desired project in the 2014 Win/Fred MPO's Bicycle and Pedestrian Master Plan Update (**Attachment 2**).

County staff is requesting a resolution of support from the MPO to include in the application package. The MPO resolution of support is a required part of the application and is due no later than one month after the November 1 application deadline.

Please feel free to contact me if you have any questions.



### ABRAMS CREEK GREENWAY TRAIL 3 Phase Development Plan



Northern Shenandoah Valley Regional Commission, City of  
Winchester/Frederick County Metropolitan Planning Organization

# Bicycle and Pedestrian Master Plan Update

Winchester, Virginia

February 2014



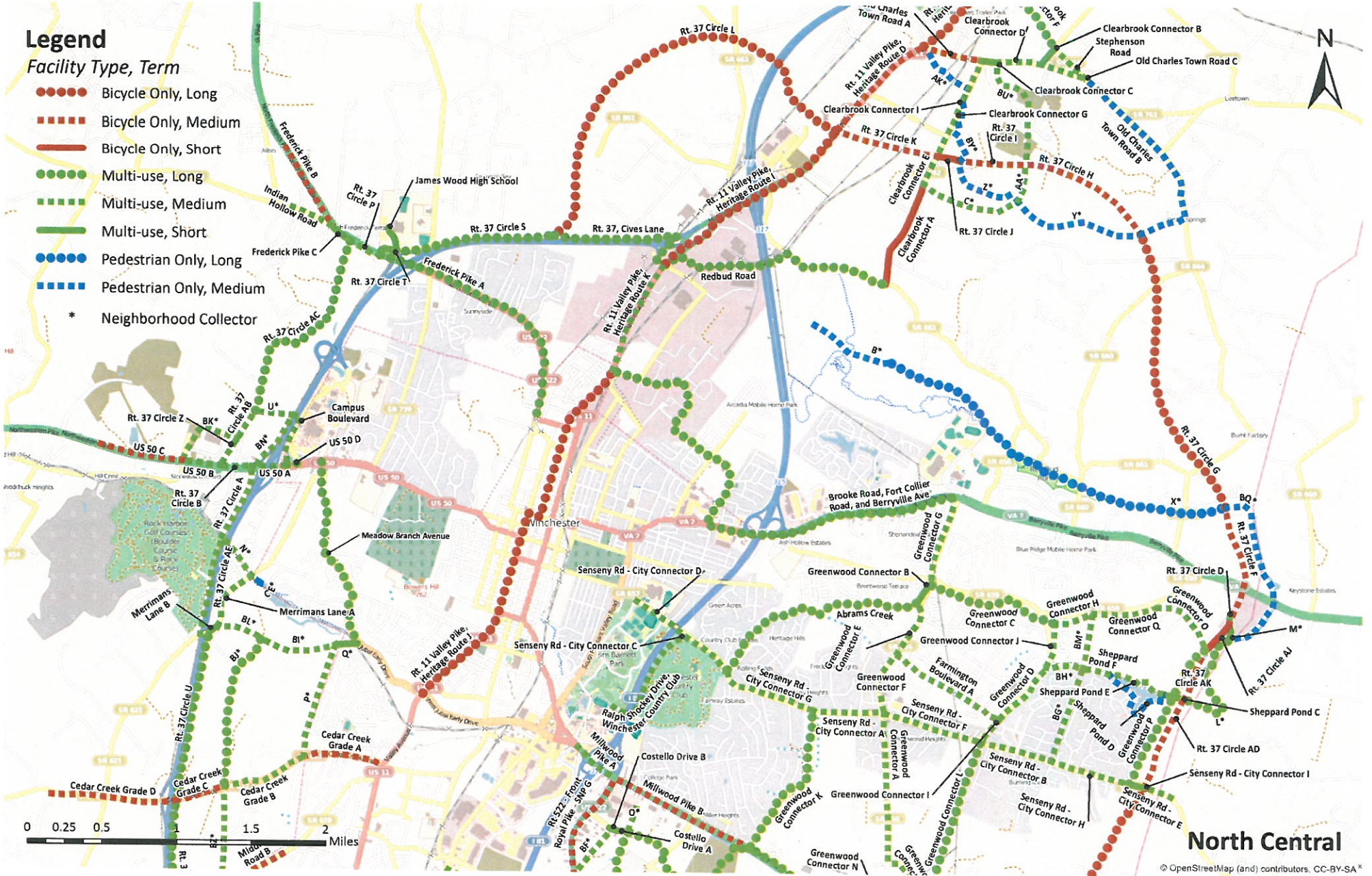
**KITTELSON & ASSOCIATES, INC.**  
TRANSPORTATION ENGINEERING/PLANNING



# Legend

## Facility Type, Term

- Bicycle Only, Long
- ■ ■ ■ Bicycle Only, Medium
- Bicycle Only, Short
- Multi-use, Long
- ■ ■ ■ Multi-use, Medium
- Multi-use, Short
- Pedestrian Only, Long
- ■ ■ ■ Pedestrian Only, Medium
- \* Neighborhood Collector



# North Central

© OpenStreetMap (and) contributors, CC-BY-SA\*

# WINFRED MPO FY18-21 TRANSIT TIP

FY2018      FY2019      FY2020      FY2021

STIP ID: <b>WIN0014</b> Title: Expansion Rolling Stock Recipient: <b>Winchester Transit Service</b>							
FTA 5307			-	540	128	FTA 5307	<b>668</b>
State			-	108	26	State	<b>134</b>
Local			-	27	6	Local	<b>33</b>
<b>Year Total:</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>675</b>	<b>160</b>	<b>Total Funds:</b>	<b>835</b>
Description:							
STIP ID: <b>WIN0016</b> Title: Support Vehicles Recipient: <b>Winchester Transit Service</b>							
FTA 5307			24			FTA 5307	<b>24</b>
State			5			State	<b>5</b>
Local			1			Local	<b>1</b>
<b>Year Total:</b>	<b>-</b>	<b>-</b>	<b>30</b>	<b>-</b>	<b>-</b>	<b>Total Funds:</b>	<b>30</b>
Description:							
STIP ID: <b>WIN0017</b> Title: Rehab/Renovation of Maint Facility Recipient: <b>Winchester Transit Service</b>							
FTA 5307			600			FTA 5307	<b>600</b>
State			120			State	<b>120</b>
Local			30			Local	<b>30</b>
<b>Year Total:</b>	<b>-</b>	<b>-</b>	<b>750</b>	<b>-</b>	<b>-</b>	<b>Total Funds:</b>	<b>750</b>
Description:							
STIP ID: <b>GRA0002</b> Title: Paratransit Vehicles Recipient: <b>Grafton, Inc.</b>							
FTA 5310			64	64	64	FTA 5310	<b>192</b>
State						State	<b>-</b>
Local			16	16	16	Local	<b>48</b>
<b>Year Total:</b>	<b>-</b>	<b>-</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>Total Funds:</b>	<b>240</b>
Description:							
STIP ID: <b>SAA0002</b> Title: New Freedom Program Operating Recipient: <b>Shenandoah Area Agency on Aging</b>							
FTA 5310		196	170	170	170	FTA 5310	<b>706</b>
State		156	161	161	161	State	<b>639</b>
Local		39	9	9	9	Local	<b>66</b>
Revenues		20	12	12	12	Revenues	<b>56</b>
<b>Year Total:</b>	<b>-</b>	<b>411</b>	<b>352</b>	<b>352</b>	<b>352</b>	<b>Total Funds:</b>	<b>1,467</b>
Description:							
STIP ID: <b>SAA0003</b> Title: Paratransit Vehicles Recipient: <b>Shenandoah Area Agency on Aging</b>							
FTA 5310		52	160	220	168	FTA 5310	<b>600</b>
State						State	<b>-</b>
Local		13	40	55	42	Local	<b>150</b>
<b>Year Total:</b>	<b>-</b>	<b>65</b>	<b>200</b>	<b>275</b>	<b>210</b>	<b>Total Funds:</b>	<b>750</b>
Description:							