

December 2, 2015

2040 Long Range Transportation Plan

Introduction

As a result of the 2010 U.S. Census, the Cities of Staunton and Waynesboro, and urbanized portions of Augusta County were defined as an UZA and were required to form a Metropolitan Planning Organization (MPO) to provide for cooperative transportation planning efforts amongst the jurisdictions. As a newly formed MPO, an initial responsibility is to develop a Long Range Transportation Plan (LRTP) that examines regional demographics, evaluates transportation projects based on objective performance criteria, and prioritizes transportation investments based upon anticipated funding over a 25-year planning horizon. This LRTP sets the stage for collaborative transportation planning efforts for the three jurisdictions.

The Introduction addresses:

I – 1 MPO Planning Area

I – 2 SAWMPO 2040 Plan Goals

I – 3 Public Involvement

I – 4 Constrained Long Range Plan

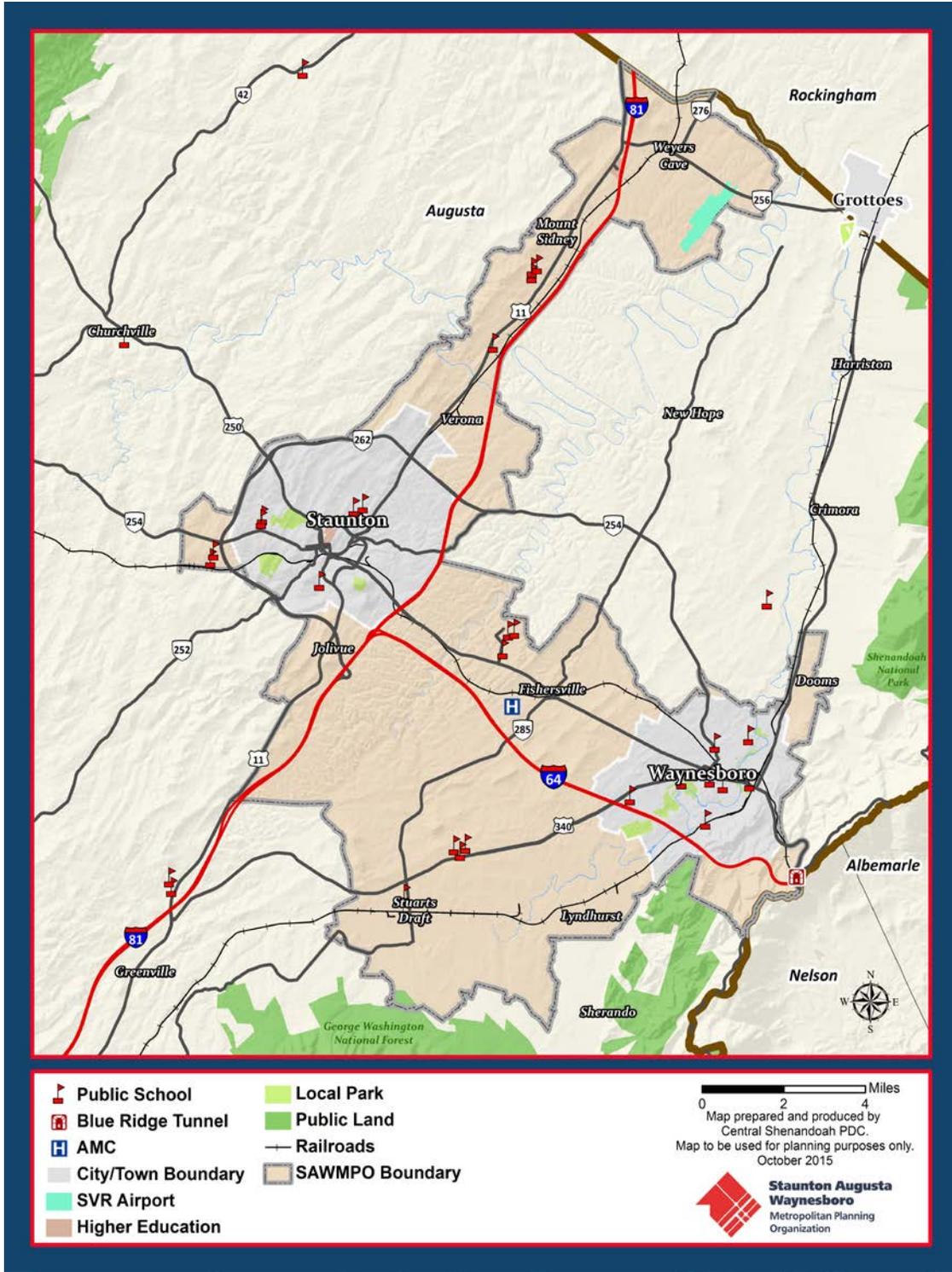
I – 1 MPO Planning Area

As defined by the 2010 Census, the UZA encompasses the Cities of Staunton and Waynesboro and the urbanized areas of Augusta County surrounding the cities. The MPO planning boundary is established by the MPO's Policy Board, and considers the area where metropolitan growth is expected to occur in the next 25 years. When originally formed, the MPO boundary included the two independent cities, and a number of unincorporated communities in Augusta County including Doods, Fishersville, Jolivue, Lyndhurst, Stuarts Draft, and Verona. In 2014, the Policy Board approved an expansion of the MPO boundary to incorporate the Route 11 corridor north of Verona and the Weyers Cave area. After adjusting the MPO boundary, the project team performed data ad mapping updates to integrate area profile characteristics and identify transportation priorities in the expanded area. **Map 1** shows the current SAWMPO Planning Area.

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Map 1 - SAWMPO Planning Area



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I – 2 SAWMPO 2040 Plan Goals

The LRTP goals reflect planning factors required by the federal law, MAP-21. The goals framed the discussion and identification of the MPO's priorities in the LRTP.

Table 1 – SAWMPO LRTP Goals

Goal 1	Support and improve the economic vitality of the region by encouraging a transportation system that provides access to jobs and education, and attracts businesses and entrepreneurs to the region.
Goal 2	Maintain the existing transportation system and facilities and promote efficient system management.
Goal 3	Increase the safety and security of the transportation system for all users.
Goal 4	Encourage the coordination of land use and transportation planning in order for transportation improvements to support future growth.
Goal 5	Ensure connectivity of the transportation system across modes for the transport of both people and goods.
Goal 6	Provide an efficient, reliable transportation system for pedestrians, bicyclists and transit users, including traditionally underserved populations.
Goal 7	Improve quality of life by protecting and enhancing historic and natural resources, promoting energy conservation, maintaining air quality, and expanding regional recreation networks.

The goals were used by the Technical Advisory Committee (TAC) to develop performance criteria and metrics to evaluate and rank transportation projects. A weighting methodology was developed to calibrate goals and their importance in the evaluation process.

During the LRTP process, the Commonwealth of Virginia passed House Bill 2, which also prioritizes transportation funds based upon objective performance metric criteria. While the LRTP's Goals, performance metrics, and weighting methodology are unique to the SAWMPO region, the project evaluation process generally aligns with the State's evaluation process.

Concurrently, the State is updating its statewide transportation plan, known as VTRANS2040, which establishes policies, goals, and objectives to guide transportation investment decisions through 2040.

I – 3 Public Involvement

Public involvement and input are crucial to the decision making process for a LRTP. The MPO TAC and Policy Board consulted with residents, stakeholders, and resource agencies during the planning process to understand needs and priorities for improving quality of life in the region.

I – 4 Constrained Long Range Plan (CLRP)

Another key requirement of the LRTP is to present a fiscally constrained project list. This fiscally constrained component is known as the Constrained Long Range Plan (CLRP), and identifies those top priority projects that

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can reasonably be expected to be constructed during the 25-year planning period. In addition to evaluating project performance and cost effectiveness, a “Benefits and Burdens Analysis” evaluated the potential effect of CLRP the projects on underserved or disadvantaged populations.