



## **Technical Advisory Committee Meeting Agenda February 21, 2024, at 2:00 P.M.**

Zoom Video Conference

Dial In (Audio Only): 1-301-715-8592 • Meeting ID: 856 6422 5911 • Passcode:  
880432

1. Call to Order
2. Public Comment
3. Approval of Minutes of the January 17, 2024 SAWMPO TAC Meeting\*
4. SMART SCALE Round 6 Pre-Applications (TAC Action Form #24-01)\*
5. Potential Transportation Safety Initiatives (TAC Memo #24-02)
6. Draft FY25 UPWP and 2050 Long Range Transportation Plan Draft Scope of Work (TAC Memo #24-03)
7. Agency Updates
  - a. VDOT
  - b. DRPT
  - c. BRITE & Afton Express
  - d. Localities
8. Other Business
9. Upcoming Meetings
  - March 6, 2024 – SAWMPO Policy Board, 10:00 a.m., via Zoom
  - March 20, 2024 – SAWMPO TAC, 2:00 p.m., via Zoom
10. Adjournment

\*Action Required

**Technical Advisory Committee (TAC)  
Regular Meeting Minutes  
January 17, 2024, 2:00 p.m.**

Central Shenandoah Planning District Commission\*  
112 MacTanly Place, Stanton, VA 24401

**Present (14):**

Voting Members				Others	
City of Staunton		VDOT		Staff (CSPDC)	
✓	Rodney Rhodes	✓	Don Komara		Ann Cundy
	Tim Hartless (Alt)	✓	Brad Reed (Alt)	✓	Zach Beard
✓	Lyle Hartt (Alt)	✓	Cody Huffman (Alt)	✓	Devon Thompson
		✓*	Shane McCabe (Alt)	✓	Paula Melester
		<b>VA DRPT</b>			Ansley Heller
	<b>Augusta County</b>	✓*	Grace Stankus	✓	Allyson Finchum
✓	Doug Wolfe				
	Alidia Vane	<b>Non-Voting Members</b>			
	Elizabeth Goodloe (Alt)			<b>Other attendees</b>	
✓	Julia Hensley (Alt)	<b>VRT</b>			Sam Styers
	<b>City of Waynesboro</b>		Steve Wilson	✓*	Avery Daugherty
✓	Leslie Tate, Chairperson		Phil Thompson (Alt)		
✓	Alisande Tombarge	<b>Federal Highway Admin.</b>			
	Scott Kesecker (Alt)		Kevin Jones		
	Chad Rambo (Alt)	<b>Federal Transit Admin.</b>			
			Michele DeAngelis		
		<b>VA Dept. of Aviation</b>			
			Rusty Harrington		

### **Call to Order**

The meeting of the Technical Advisory Committee (TAC) of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 2:00 p.m. by Ms. Leslie Tate, Chair. Pursuant to §2.2-3708.2 of the Code of Virginia, SAWMPO TAC members may participate in meetings of the SAWMPO or its committees through electronic communication means. Those who attended virtually are indicated by an asterisk; all others attended in-person.

### **Public Comment**

Chairperson Tate opened the floor for public comment. There were no comments from the public.

### **Approval of Minutes**

Chairperson Tate presented minutes from the November 15, 2023, TAC Meeting. Mr. Rodney Rhodes moved, seconded by Ms. Alisande Tombarge, to approve the minutes of November 15, 2023, as presented. Motion carried unanimously.

### **SAWMPO 2024 Safety Targets (Board Memo #24-01)**

Mr. Zach Beard presented information on the 2024 Safety Targets. Mr. Beard 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. He stated that the SAWMPO 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.

Mr. Beard 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. He stated that 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 nonmotorized facilities and serious injuries. Mr. Beard reported on the Aspirational Goals and SAWMPO Targets and Crash Trends. Mr. Beard reviewed the next steps, noting that the SAWMPO staff will submit a letter to VDOT concurring with the statewide safety targets for 2024, 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.

### **SMART SCALE Policy Changes Update (Board Memo #23-06)**

Mr. Brad Reed presented an update on SMART SCALE Policy Changes. Mr. Reed noted that in 2023, the Office of Intermodal Planning and Investment (OIPI) conducted a full review of the SMART SCALE process in collaboration with the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT). Mr. Reed reviewed the proposed changes recommended by the Commonwealth Transportation Board (CTB) to the SMART SCALE program.

Mr. Reed presented a PowerPoint presentation on the problem areas, staff recommendations, and improvements, and reviewed the High-Priority Projects Program (HPP) Eligibility, modification of Land Use Factor and Factor Weightings. Mr. Reed stated the schedule for Round 6 SMART SCALE, noting that preapplications are open March 1, 2024.

### **Presentation: I-64 Virginia Breeze Feasibility Study**

Mr. Avery Daugherty, Statewide Programs Manager, Virginia Department of Rail and Public Transportation (DRPT) gave a presentation on the I-64 Virginia Breeze Feasibility Study. Mr. Daugherty provided an overview on the Study and Needs Assessment, and the intercity needs and issues. He stated that Virginia Breeze was launched in 2017 to connect underserved rural communities to national bus network and other transportation modes and reviewed the existing Virginia Breeze service area. Mr. Daugherty noted that DRPT is currently studying the creation of an east-west Virginia Breeze route that would connect the Staunton/Harrisonburg area and Virginia Beach area along the Interstate 64 corridor.

Mr. Daugherty noted that the study is focused on determining if there are unmet intercity bus needs in the areas of Virginia between Virginia Beach and Harrisonburg/Staunton. He stated that DRPT has implemented rural intercity bus service under the Virginia Breeze brand (see <https://virginiabreeze.org/> for more information) and is interested in knowing if there are additional needs for additional connections to offer east-west bus service across the Commonwealth. Mr. Daugherty reviewed the project timeline, noting that the draft and final reports would be available in February 2024.

### **Agency Updates**

#### ***VDOT***

Mr. Don Komara provided the following update:

- Staunton Crossing Project is in progress; no issues.
- The Barterbrook Road project construction has begun; no issues.

- I-81 from milepost 221 to 225 started right shoulder strengthening southbound as a design build. Construction occurring in Winter 23/24 and progressing rapidly in Spring 2024 beginning with widening on the inside and an addition of barriers.
- Weyers Cave climbing lanes, milepost 232-238 to be design-build, construction scheduled for Fall 2024.
- Website for information on projects along I-81 is [improve81.org](http://improve81.org).

### ***DRPT***

Ms. Grace Stankus provided the following update:

- Ms. Stankus stated that applications for FY25 are open on new grant software - WebGrants.

### ***Transit***

Ms. Devon Thompson gave the following BRITE Transit updates:

- Grant applications for DRPT have opened and staff will be working on these prior to the February 1, 2024, deadline. Applications will be made for Urban and Rural Operating and Capital Cost of Contracting, CAP Operating, and Technical Assistance grant for a micro transit feasibility study.
- The design and engineering phase of the Lewis Street Hub rehabilitation project continues to move forward. CSPDC submitted final plans to the City of Staunton for site plan approval, and the plans were approved at the end of December. CSPDC is in the process of finalizing the Invitation for Bid for the construction.
- Implementation for BRITE's mobile data collection system (MSDCS) is progressing. CSPDC, VRT, and consultant Kimley-Horn are working with Passio Technologies to install and implement MDCS on Brite buses. System information has been shared with Passio and the account has been built out; and all equipment has been installed on the buses. On-site training has been scheduled with Passio later this month.

### ***Afton Express***

Ms. Paula Melester gave the following Afton Express update:

- Ridership continues to remain strong. The year end survey to collect qualitative information from riders has been conducted and data is being analyzed. Comments have been positive with requests to increase service, expand service, and adjust times. Barriers of inability to get to the park-and-ride lots was also shared. All information will be summarized in the annual report in January.

## **Locality Updates**

### **Augusta**

- Mr. Doug Wolfe stated the Verona Pedestrian Project is progressing along Route 612, US 11 portion will soon start, and that the Comprehensive Plan process continues.

### **Staunton**

- Mr. Rodney Rhodes stated that notice was received from VDOT of a public meeting on the crossing way on Richmond Avenue Shared Use Path on February 21<sup>st</sup>.
- VDOT also conducted a kick-off meeting on Greenville Avenue Road and Roundabout.
- West Beverley Street Improvements design in review by VDOT; start in Spring 2024.

### **Waynesboro**

- Chairperson Tate noted that Greenways Phase III sidewalk connection project final plans for right-of-way in progress with plans to VDOT this week. Anticipated for Spring/Summer 2024 construction.
- West Main Street, Broad Street, and 13ths and Rosser Roundabout projects are all in design.

## **Other Business**

### **Afton Mountain Small Area Study Update**

Mr. Zach Beard presented information on the Afton Mountain Small Area Study. The project is near the I-64 Exit 99 interchange. Timmons met with the County of Augusta, City of Waynesboro, VDOT, and SAWMPO to discuss potential scenarios of future development. Timmons is currently finalizing recommendations, receiving feedback from stakeholders. The next study group meeting is being scheduled for February 2024 to review the draft scenarios and concepts.

### **Upcoming Meetings**

Chairperson Tate stated that the Policy Board is scheduled to meet on February 7<sup>th</sup> and the TAC on February 21<sup>st</sup>.

### **Meeting Adjourned**

The meeting was adjourned at 3:04 p.m.

Respectfully submitted,



Zach Beard, Senior Planner



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Staunton, VA 24401

Phone (540) 885-5174  
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**TO:** SAWMPO Technical Advisory Committee  
**FROM:** Zach Beard, Senior Planner  
**MEETING DATE:** February 21, 2024  
**RE:** **TAC Action Form #24-01: SAWMPO SMART SCALE Round 6 Pre-Applications**

### RECOMMENDATION

Recommend that the SAWMPO Policy Board approve the submission of up to three SAWMPO SMART SCALE Round 6 pre-applications on behalf of Augusta County.

### BACKGROUND

SAWMPO staff is working with Augusta County to submit up to three SMART SCALE Round 6 pre-applications by the April 1, 2024 deadline. The MPO submitted two of the three projects on behalf of Augusta County for SMART SCALE Round 5 (see **Table 1**).

The SMART SCALE pre-application period is open from March 1 to April 1, 2024, and the full application cycle is from June 1 to August 3, 2024. OIPI is hosting a [pre-application training](#) on February 28 from 2:00 to 4:00 p.m. for applicants.

**Table 1: Smart Scale Round 6 SAWMPO Pre-Applications**

Project	Description	CLRP Status
WWRC Long-term Access Improvements*	Construct 3,700 feet of new alignment to connect US 250 to WWRC	Yes
I-64 and US 250 Exit 99 Intersection Improvement*	Install an unsignalized continuous Green T (CGT) intersection	No
I-81 Exit 235 Bridge Widening	Widen the bridge over I-81 to include an extra turn lane	No

\* SAWMPO pre-applications submitted during Round 5 in 2022

### NEXT STEPS

SAWMPO staff will provide a summary of the pre-applications at the March Policy Board meeting. Pending Board approval, staff will submit the pre-applications in coordination with VDOT Staunton District Planning and the County.

### ATTACHMENTS

- [SMART SCALE Round 6 Technical Guide – Revised January 2024](#)
- [SMART SCALE Pre-Application User Guide](#)
- [OIPI SMART SCALE Round 6 Pre-Application Training Webinar Registration on February 28](#)





**TO:** Stanton-Augusta-Waynesboro MPO Policy Board  
**FROM:** Zach Beard, Senior Planner  
**MEETING DATE:** February 21, 2024  
**RE:** **TAC Memo #24-02: SAWMPO Potential Future Safety Initiatives**

## EXECUTIVE SUMMARY

SAWMPO staff presented an overview of the MPO's annual transportation safety targets at the January 2024 Policy Board meeting and highlighted that fatal injury crashes continue to increase in the region. In response, the Policy Board discussed how the MPO should address the increase fatalities through future plans and projects that address not only physical infrastructure improvements, but also the behavioral aspects of transportation safety.

The Board requested that MPO staff provide a summary of how the MPO can pursue objectives that support the adopted annual safety targets. The 2050 LRTP update and federal Safe Streets for All (SS4A) program are both opportunities for the MPO to further address safety concerns.

## LRTP UPDATE

The 2050 Long Range Transportation Plan (LRTP) update process beginning in spring 2024 is an opportunity for the MPO to consider updating the safety goals for the MPO, and allocating more significance and weight to project safety criteria when scoring and evaluating projects.

The LRTP will also consider how to address the main roadway deficiencies and behavioral issues highlighted in the MPO's Highway Safety Plan, including the data indicating that most fatal and serious injury crashes in the region occur at intersections and involve younger drivers, older drivers, or impaired drivers (drinking, drugged, distracted, and drowsy).

Utilizing VDOT safety data, along with existing studies such as the Highway Safety Plan and recent MPO and VDOT plans c listed below, will directly inform future project identification, scoring, and weighting.

- [Potential for Safety Improvement \(PSI\) Intersection Study \(2023\)](#). Analyzed six intersections in the region with high crash frequency and severity.
- [SAWMPO Highway Safety Plan \(2023\)](#). Identified the primary factors involved in fatal and serious injury crashes in the MPO region.
- [I-81 Exit 235 and Route 256 Study \(2022\)](#). Evaluated solutions to address safety and congestion at the Exit 235 interchange.
- [Bicycle and Pedestrian Regional Connectivity Study \(2022\)](#). Identified potential bicycle and pedestrian routes to facilitate safe multi-modal options between Stanton, the County, and Waynesboro.



- [VDOT STARS City of Staunton 10 PSI Intersections Improvement Study \(2021\)](#). Identified the need to evaluate the safety, multimodal, and traffic operations conditions for 10 intersections at different locations throughout the City.

## SAFE STREETS FOR ALL PROGRAM

The most prominent federal transportation safety funding program available for MPOs is the US DOT Safe Streets for All (SS4A) Program. The Bipartisan Infrastructure Law (BIL) established SS4A to fund projects that “prevent roadway deaths and serious injuries.” SS4A provides an 80% match for both planning and implementation projects, and requires applicants to establish a Safety Action Plan that has nine different requirements before being eligible for project implementation funding.

The SAMWPO’s Highway Safety Plan is a starting point for developing a more comprehensive regional safety study through the SS4A Safety Action Plan, and several of the SS4A requirements overlap with the MPO’s Safety study (see **Figure 1**). During the development of the Highway Safety Plan, the SAWMPO considered expanding the scope of the study to meet SS4A requirements. However, the MPO determined that meeting all of the SS4A requirements would not be met within the study timeline and require additional supplemental funding. Additionally, any planning or project implementation projects would be required to provide a 20% project match.

**Figure 1: SS4A Plan Requirements in Relation to SAWMPO Safety Plan Components**



## STAFF RECOMMENDATION

While the SS4A program provides a successful model to developing a regional safety action plan and path to implementing new projects and programs, SAWMPO must first address the mandatory requirement to update the Long Range Transportation Plan for 2050. This effort requires both staff time and financial resources in the coming fiscal year. We recommend revisiting SS4A for the region following completion of the LRTP update.

Local governments are also eligible to apply for SS4A funding. SAWMPO staff can support a locality in developing an application and being part of a project team if your localities pursue a grant.

## ATTACHMENTS

[Safe Streets for All Notice of Funds Available \(NOFO\) 2023](#)



**TO:** Staunton-Augusta-Waynesboro MPO TAC  
**FROM:** Zach Beard, Senior Planner  
**MEETING DATE:** February 21, 2024  
**RE:** **TAC Memo #24-03: FY 2025 UPWP and the 2050 Long Range Transportation Plan Draft Scope of Work**

**EXECUTIVE SUMMARY**

Staff is updating the FY25 SAWMPO Unified Planning and Work Program (UPWP), which is the MPO’s annual work plan and budget. Work in FY25 will focus on updating the MPO’s Long Range Transportation Plan (LRTP). Staff is also developing a Scope of Work for the 2050 LRTP, and the document is expected to be approved by the Policy Board in December 2025.

**FY25 PLANNING**

The UPWP is the MPO’s annual work plan and budget. The document details the upcoming fiscal year administrative and planning activities, and the federal, state and local budget funding. VDOT and DRPT provide the MPO with annual planning funding every spring. The budgets for the current and upcoming fiscal years are below:

<b>Revenues</b>	<b>FY 2024</b>	<b>FY 2025</b>
FHWA PL	\$182,112	\$209,049
FHWA PL Carryover	\$118,197	\$115,184
FTA 5303	\$103,287	103,540
FTA 5303 Carryover	\$63,519	\$50,000*
<b>Total</b>	<b>\$467,116</b>	<b>\$477,773</b>

\*Estimate

FY24 work focused on completing the Potential for Safety Improvement (PSI) Intersection Study and Afton Mountain Study. In FY25, the MPO’s programmatic focus will shift to long range planning and developing the 2050 LRTP update. The TAC can make recommendations to MPO staff on the activities and funding for different tasks in the UPWP during the annual update process.

**2050 LRTP UPDATE PROCESS**

The LRTP documents the region’s transportation needs and potential projects over a 25-year period, and federal law requires that the document is updated every five years. MPO staff is developing a draft 2050 LRTP Scope of Work to present to the Policy Board in March 2024 for approval. An LRTP kick-off meeting is tentatively scheduled for May 2024, and the plan is anticipated to be approved in December 2025 (see draft 2050 LRTP Schedule).

While the previous 2045 LRTP was a staff-driven process, the 2050 update will incorporate consultant assistance for the public engagement phases and the project scoring. We will not update the travel demand model due to a limited growth in population and employment growth since the 2045 LRTP update.

As a result, the 2050 LRTP will be a more streamlined process providing an opportunity to conduct a more comprehensive transportation needs assessment. The needs assessment will be able to further focus on evaluating safety trends in the region, such as increasing fatal crashes, emerging regional macro trends such as transportation access for a growing elderly population and a lack of housing will impact the transportation network, and also the connections between transportation investments, workforce recruitment and retention, and housing needs in the region.

## NEXT STEPS

Staff will incorporate TAC input on the draft FY25 UPWP and 2050 LRTP Scope of Work and timeline, and will provide a summary of the documents to the Policy Board at the March 6, 2024 Board meeting. The 2045 LRTP update process will take approximately 18-months, and the final Plan will be complete by December 2025.

## ATTACHMENTS

- [Draft 2050 LRTP Scope of Work](#)
- [Draft 2050 LRTP Timeline](#)
- [2045 LRTP web page](#)





# 2050 Long Range Transportation Plan Update

## DRAFT SCOPE OF WORK



**Staunton Augusta  
Waynesboro**  
Metropolitan Planning  
Organization

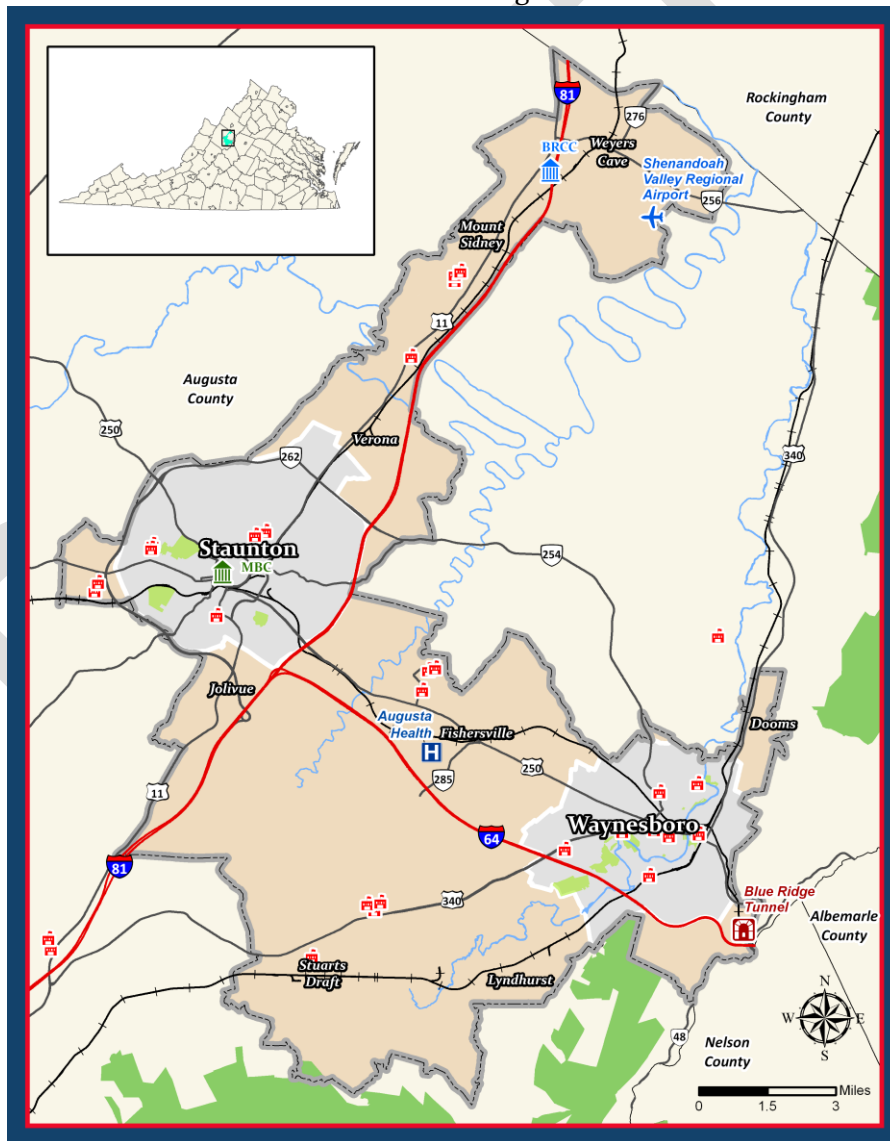
112 MacTanly Place  
Staunton, VA 24401  
**Phone** (540) 885-5174  
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**SAWMPO.org**

## Project Purpose and Overview

The previous Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) Long Range Transportation Plan (LRTP) was approved in December 2020. The Federal Highway Administration (FHWA) requires that Metropolitan Planning Organizations (MPOs) update long range plans every five years, and the SAWMPO is now beginning the process of updating the LRTP to complete the 2050 update by December 2025.

LRTPs must identify regional transportation needs, specific transportation projects, and include a financial plan that indicates how the improvements will be funded over the five-year period.

SAWMPO Region



## Federal and State Planning Considerations

### Federal Requirements

Section 134 (h) of Title 23 U.S.C of Federal Highway Administration, and the Federal Transit Administration section 5303 (h) of Title 49 U.S.C lists ten planning factors that must be considered as part of the transportation planning process

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

### State Requirements

[Title 33.2-214](#) of the Code of Virginia requires that MPO LRTPs are consistent with the statewide long range transportation plan VTrans developed by the Office of Intermodal Planning and Investment (OIPI). SAWMPO will ensure that the goals of and projects included in the 2050 LRTP are consistent with VTrans.

## Task 1: MPO Coordination

### Objective

The objective of this task will be to ensure that the 2050 LRTP is developed in an effective and efficient manner with the SAWMPO Policy Board and Technical Advisory Committee (TAC) and regional, state, and federal stakeholders.

### Methodology

The 2050 LRTP Working Group will direct the planning process and ensure the plan meets local, state, and federal needs. The Working Group will include SAWMPO staff and the TAC, and representatives from the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transit (DRPT), and BRITE Transit.

### Deliverables

SAWMPO staff will organize meetings and prepare meeting and presentation materials (handouts, displays, presentations, etc.), and provide presentations as needed for plan stakeholders.

### Working Group Meetings

- **Kick-Off Meeting:** The initial meeting will discuss the planning process, responsibilities of the Working Group, and expected outcomes of the plan. Staff will provide an update on the demographic trends between 2019 and 2024 to compare actual growth versus projections in the 2045 LRTP. Staff will also review the 2045 Travel Demand Model scenario, and what assumptions could inform the 2050 scenario update.
- **Existing Conditions Review:** The Working Group will review the existing conditions chapter and provide feedback to SAWMPO staff on data accuracy before the TAC and Policy Board reviews the draft chapter.
- **Multi-Modal Needs Review:** The Working Group will review the needs analysis following the first round of public and stakeholder input, as well as documentation of needs from recent studies, and the base year and 2050 No-Build operations and deficiency analyses.
- **Goals, Objectives, and Screening Criteria Review:** The Working Group will review the Goals, Objectives, and proposed screening criteria that will be used to evaluate project performance and inclusion in the CLRP.
- **Vision Plan Review:** The Working Group will work with MPO and VDOT staff one-on-one and as a group to finalize the project descriptions and cost estimates for the Vision Plan projects.
- **Draft Constrained Long-Range Plan:** Following Vision List project scoring, staff will match the highest-scoring projects and available revenues to create a draft CLRP for the Working Group to review, prior to sharing the draft CLRP with the TAC and the Policy Board.

## Task 2: Public and Agency Involvement

### Objective

This task emphasizes the importance of conducting a multi-phased public outreach campaign that informs all members of the public on the MPO planning process and provides multiple opportunities for the public to provide input on the transportation needs, goals, and projects identified in the plan.

### Methodology

SAWMPO staff will coordinate with the Working Group to develop a multi-phased public engagement strategy that includes all members of the public, is informed by federal Environmental Justice guidance for transportation planning and state public engagement principles outlined in VTrans, and includes the following:

- **Public Information Meetings:** In-person and virtual information sessions that explain the purpose of the MPO, the long range planning process, and opportunities to ask questions and provide input on the different aspects of the plan.
- **Public Survey:** An online and print public survey that solicits public input on transportation needs and improvements.
- **Website Updates:** SAWMPO staff will maintain a page on the sawmpo.org website to share updates on the process, present draft recommendations, and provide a means for public comment.

### Deliverable

- Document and presentation available to the Working Group, SAWMPO Policy Board, and the public summarizing the public engagement results.

## Task 3: Evaluate Existing Conditions

### Objective

This task will review all relevant plans and data that will provide essential background information on the existing highway and multi-modal network conditions, to include bicycle and pedestrian infrastructure, freight, transit, and transportation demand management; safety and congestion data; population, employment, and development trends.

### Methodology

SAWMPO staff will review and evaluate city, county, and regional planning and economic development documents; transportation studies; goods movement data; and economic, demographic, and transportation-related data from sources including U.S. Census, Virginia Employment Commission, Bureau of Economic Analysis, and local Chambers of Commerce.



## Deliverables

- Collection of evaluated data representing the regional transportation network and operations consisting of the following:
  - Socioeconomic characteristics (population, employment, etc.)
  - Transportation system infrastructure and existing conditions
  - Traffic safety and congestion
  - Development patterns and land use
  - Multimodal facilities
- Draft Existing Conditions Chapter discussing existing conditions relative to the plan

## Task 4: Develop 2050 Projections and Evaluate Preferred Growth Scenario

### Objective

This task will develop population and employment growth projections for 2050 and update the Preferred Growth Scenario with these projections based on the 2040 LRTP Travel Demand Model inputs in comparison to 2024 U.S. Census data.

### Methodology

The MPO will use the 2045 LRTP Travel Demand Model and the 2018 base year data as a baseline for determining 2050 growth assumptions. MPO staff will coordinate with the Working Group and VDOT to analyze the regional impact of potential new capacity projects under consideration for the Constrained Long Range Plan (CLRP) project list.

This task will develop reasonable socioeconomic forecasts for the region on which to base future transportation needs. This will involve comparing the 2045 data with current U.S. Census data and updated population, employment, household projections to arrive at a 2050 projection for each factor.

## Task 5: Evaluate Multi-Modal Transportation Needs

### Objective

Federal MPO planning requirements emphasize the importance of multi-modal transportation solutions. These solutions involve evaluating not only private vehicle highway users, but also expanding bicycle and pedestrian network and shared use paths, increasing transit ridership and expanding transit service, identifying the potential impact of emerging technologies such as electric vehicles on the transportation network, and transportation demand management needs.

The following subtasks will analyze transportation deficiencies and assess transportation needs to provide the basis for the development of the 2050 project recommendations. The needs evaluation will consider the ten federal planning factors, federal coordination requirements, early environmental mitigation, and environmental justice planning.

The SAWMPO will consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the long range transportation plan.

## **ROADWAY DEFICIENCIES**

### **Objective**

The objective of this task is to forecast travel demand, conduct capacity analysis, review crash data, and review geometric characteristics to provide a comprehensive assessment of roadway deficiencies.

### **Methodology**

Base year 2018 operating conditions will be assessed based on data collected, including identification of existing deficient roadways through base year Average Daily Traffic (ADT) and Volume to Capacity Ratios (V/C). These data points will be represented through mapping and tables within the LRTP.

The roadway deficiencies analysis will incorporate data from VDOT's statewide Potential Safety Improvement (PSI) and safety concerns related to roadway characteristics; roadway structure deficiencies such as bridges and railroads from VDOT and DRPT data; previous SAWMPO and VDOT studies conducted since the 2045 LRTP update, such as the SAWMPO Highway Safety Plan, PSI Study, Exit 235 Study, Route 250 Study; and input from the LRTP Working Group and the public.

## **CLIMATE MITIGATION STRATEGIES**

### **Objective**

The objective of this task will be to provide a systemic, multi-modal approach to addressing the transportation sector's contribution to greenhouse gas emissions in the SAWMPO region, including electric vehicle readiness, and transportation demand management strategies.

### **Methodology**

Staff will evaluate opportunities to reduce single-occupant vehicle (SOV) trips, including expanding transit, and opportunities for localities and partners to expand the regional network of public and private EV charging stations and municipal fleet conversions.

## **PEDESTRIAN AND BICYCLE PLANNING**

### **Objective**

This task will identify needs and opportunities for active modes of travel. The 2050 LRTP will incorporate the recommendations from bicycle and pedestrian plans from the MPO, Staunton, Augusta County, and Waynesboro.

### **Methodology**

SAWMPO staff and the working group will review bicycle and pedestrian needs and recommendations from the current plans. These recommendations will be incorporated into the LRTP and prioritized along with the other multi-modal recommendations.

## **TRANSIT**

### **Objective**

This task will identify the needs and opportunities for transit service and receive input from BRITE Transit in assessing transit deficiencies and developing transit plan recommendations.

### **Methodology**

SAWMPO staff and the working group will work with BRITE Transit to evaluate potential transit alternatives to address any identified transportation deficiencies in the region, especially as they relate to accessibility of jobs and services in the region. The evaluation will be based on needs identified in BRITE's Transit Development Plan (TDP).

## **FREIGHT AND GOODS MOVEMENT**

### **Objective**

The I-81 and I-64 corridors and the regional industrial and commercial base have unique goods movement needs and capabilities that must be addressed in the LRTP. The goal of this task is to develop an understanding of goods movement needs and trends in the SAWMPO region, and address these needs through specific recommendations in the LRTP.

### **Methodology**

SAWMPO staff will update information on locations of shipping/delivery facilities; assessing truck traffic percentage on I-81, I-64, and other major corridors, identifying the associated routes for goods movements to

these commercial establishments; reviewing existing rail freight service and any planned improvements based upon information available from DRPT including improvements to the I-81 corridor from the I-81 Corridor Improvement Plan and contacting freight carriers regarding intermodal needs. The plan will identify potential strategies to accommodate goods movement serving the two interstates.

### **Deliverables**

- Evaluation of the network performance of 2050 No-Build and Preferred Growth Scenario
- Mapping analysis of crash and bridge sufficiency data
- Multimodal Transportation needs chapter
- Summary of goods movement needs and potential improvement strategies

## **ACCESSIBILITY AND LAND USE COORDINATION**

### **Objective**

Transportation investments in the SAWMPO region must support the recruitment and retention of a skilled workforce, focusing on the sub-areas where new housing is being built, and providing facilities and services that get people where they need to go. This task will identify focus areas of the region with the greatest transportation needs as they relate to workforce access to transportation and economic activity zones that contribute to the overall health and competitiveness of the region.

### **Methodology**

SAWMPO staff and the Working Group will cross reference socio-demographic data like zero car households, areas with new housing starts, new commercial and industrial development with existing multi-modal facilities and transit service to identify gaps in the network most critical to supporting regional economic competitiveness and local housing and economic development strategies.

## **Task 6: Update Goals, Objectives, and Screening Criteria**

### **Objective**

This task will review and update regional Goals and Objectives, identify relevant criteria to prioritize projects for the Constrained 2050 Transportation Plan, and document how the screening and evaluation criteria align with VTrans and meet MAP-21 performance-based planning and programming requirements.

### **Methodology**

The Working Group will evaluate if the 2045 LRTP Goals and Objectives are still relevant, and ensure that the Goals, Objectives, and screening criteria align with VTrans. MPO staff will present a range of performance measures to the Working Group for comment before applying them to the Vision Plan projects for screening and prioritization. Potential evaluation criteria include cost, potential environmental impacts, safety needs, travel demand or other factors.

## Deliverable

- Updated Goals, Objectives, and Screening Criteria to inform Task 8.

## Task 7: Update Year 2050 Vision Plan Recommendations

The Vision Plan defines the full range of projects that will be necessary to eliminate or reduce deficiencies, provide better community services, and compliment the goals of other planning activities. The Vision Plan is the pool from which projects may be drawn to include in the Constrained Plan (CLRP).

### VISION PLAN RECOMMENDATIONS

#### Objective

The findings of the multimodal needs assessment from Task 4 and projects developed through recent planning studies are the basis for the 2050 Vision Plan. The 2050 Vision Plan should address congestion, safety concerns, operational deficiencies, and multi-modal transportation needs.

#### Methodology

SAWMPO staff, in consultation with the Working Group, TAC, Policy Board, and locality representatives, will prepare a list of transportation recommendations based on the identification of needs conducted in Task 5. The draft Universe of Projects list will be screened to determine whether a candidate project met a VTrans need, aligned with the 2050 LRTP Goals, and addressed identified needs. Projects not meeting the screening criteria, and not advancing to the final Universe of Projects list, will be included in a Projects for Future Study list or a project Vision List.

#### Update Cost Estimates

##### Objective

This subtask will develop cost estimates for the 2050 CLRP. Planning level cost estimates will be updated for each vision plan recommendation developed. The Working Group will also develop estimated project delivery time periods in order to provide cost estimates in Year of Expenditure (YOE) amounts, growing project costs by at 3%/year inflation rate.

##### Methodology

Working with existing unit-based cost factors developed by VDOT, SAWMPO staff will create cost estimates for each Vision plan recommendation. The Working Group will review the cost estimates and adjust them based upon additional consideration of local factors. The cost estimates will be presented to the TAC for their review. No engineering will be conducted to create the cost estimates, which are planning-level estimates.

## Environmental Review

### Objective

The objective of this subtask is to integrate broad environmental issues into the transportation planning process at an early stage.

### Methodology

A cursory environmental review will be conducted at a system level to identify environmental features that may be impacted by Vision Plan recommendations that encompass new location or widening projects involving two lanes or more. Agricultural districts, forestal districts, hazardous material sites, historic properties, wetlands, stream crossings, trout stream crossings, Virginia Byway locations, open space easements, park and recreation sites, and general range of business and residential displacements will be identified in the overview.

The overview will identify the above resources based upon secondary data provided by VDOT or readily secured through Internet database searches. No primary data or field investigative data will be secured. Historic property data will be secured through existing files at the offices of the Virginia Department of Historic Resources.

Assessments of impacts or effects, determinations of eligibility, conclusions on the extent of impact area, qualitative evaluations of the resources and environmental mitigation (including costs) will not be provided. The overview will recognize the existence of the resources based upon the availability of secondary data sources provided.

The environmental overview will be provided as an input to the screening criteria for prioritization of plan recommendations. Appropriate agencies will be consulted with for review of the environmental evaluation.

### *Environment Mitigation Activities*

The LRTP will include a discussion of potential environmental mitigation activities. These activities will address issues from a policy or strategic level rather than from a project-specific level. This discussion will be developed in consultation with federal, state wildlife, land management, and regulatory agencies. In addition, the MPO will allow reasonable opportunities for these agencies to perform their consultation duties, as appropriate.

Federal regulation requires that the MPO, as a part of the consultation process, must provide a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. These activities should also be developed in consultation with federal, state, and tribal wildlife, land management, and regulatory agencies.

### Deliverables

- Vision List and Projects for Future Study lists
- Updated Vision List cost estimates

- Updated project screening criteria
- Environmental data for project evaluation
- Record of consultation process with state and federal agencies

## Task 8: Develop Fiscally Constrained 2050 Transportation Plan

### Objective

The LRTP must demonstrate that the proposed transportation investments are consistent with available and projected sources of revenue. The plan must also demonstrate that fiscal resources are available for the preservation and maintenance of the existing transportation system. Environmental Justice analysis of the constrained plan is also required by FHWA.

An estimate of future revenues will be developed and projects will be prioritized to ensure the 2050 Transportation Plan demonstrates a consistency between recommendations, system maintenance, and projected funding.

### Methodology

*Develop 2050 Projected Revenues by Funding Program (SMART SCALE, TAP, Revenue Sharing, High Safety Improvement Program, etc.)*

VDOT will provide a revenues projection for the SAWMPO as a starting point for the revenue forecast. SAWMPO staff will review the estimates of available funding and the initial project prioritization resulting from the TAC's work. SAWMPO staff will then develop a draft of the fiscal constraint outlook for the Transportation Plan.

#### *Project Scoring and Prioritization*

The Vision Plan Projects will be prioritized through the screening criteria and performance measurements developed in Task 6. These prioritization rankings will be used to assist in the development of the constrained project list. The recommendations will be further assessed through the TDM process.

#### *Environmental Justice Review*

SAWMPO staff will use 2020 Census data and more recent ACS estimates to identify low income and minority concentrations using county averages as benchmarks. The linkages between these residential areas and employment concentrations will be examined by mode. This analysis will be done using GIS. The constrained long-range plan will be evaluated for potential disproportionate impacts, either in terms of having focused impacts in the identified environmental justice communities, or in terms of having a lower level of transportation investments planned to serve these communities. The findings of this analysis will be incorporated in the plan via a Benefits and Burdens analysis.

### Deliverables

- Projected Revenue Spreadsheet
- Project Screening and Prioritization Spreadsheet

- Environmental Justice Benefits and Burdens Analysis

## Task 9: Document

### Objective

The information developed in Tasks 2 through 8 will be refined based on MPO, Working Group, and public input, and a 2050 Constrained Long Range Plan will be developed to address all federal planning requirements.

### Methodology

SAWMPO staff will prepare a Plan document that meets all state and federal requirements for an MPO area plan.

### Deliverable

- A final 2050 LRTP approved by the SAWMPO Policy Board by December 2025.



# DRAFT 2050 LRTP Schedule

Tasks	2024												2025											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Task 1 - MPO Coordination				■	◆	■	■	◆	■	■	■	■	◆	■	■	◆	■	■	◆	■	■	◆	■	■
Task 2 - Public Engagement							■	■	◆							■	◆	■				■	◆	
Task 3 - Existing Conditions				■	■	■	■	■																
Task 4 - 2050 Projections						■	■	■	■															
Task 5 - Needs									■	■	■	■	■	■										
Task 6 - Goals														■	■	■								
Task 7 - CLRP & Revenues															■	■	■	■	■	■	■	■		
Task 8 - Vision List															■	■	■	■	■	■	■	■		
Task 9 - Document Editing																			■	■	■	■		◆



Task bars (length = duration)



Public Meeting/Survey



Working Group Meeting



Plan Adoption