



**Staunton Augusta  
Waynesboro**  
Metropolitan Planning  
Organization

112 MacTanly Place  
Staunton, VA 24401

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## **Policy Board Meeting Agenda March 6, 2024, at 10:00 a.m.**

Central Shenandoah Planning District Commission  
112 MacTanly Place, Staunton, VA 24401

OR

Zoom Video Conference

Dial In (Audio Only): 1-301-715-8592 • Meeting ID: 849 8242 3114 • Passcode: 976960

1. Call to Order
2. Public Comment
3. Approval of Minutes of the January 3, 2024, Policy Board Meeting\*
4. Approval of SMART SCALE Round 6 Pre-Applications (Board Action Form #24-03)\*
5. Potential Transportation Safety Initiatives (Policy Board Memo #24-03)
6. Draft FY25 UPWP and 2050 Long Range Transportation Plan Draft Scope of Work (Policy Board Memo #24-04)
7. Agency Updates
  - VDOT
  - DRPT
  - BRITE & Afton Express
  - Localities
8. Other Business
9. Upcoming Meetings
  - March 20, 2024 – Technical Advisory Committee Meeting, CSPDC Office, 2:00 p.m.
  - April 3, 2024 – Policy Board Meeting, CSPDC Office, 10:00 a.m.
10. Adjournment

\*Action Required

## Policy Board Regular Meeting Minutes January 3, 2024, 10:00 a.m.

Central Shenandoah Planning District Commission\*  
112 MacTanly Place, Staunton, Virginia

Voting Members		Non-Voting Members		Others	
	<b>City of Staunton</b>	✓	Shane McCabe (Alt)		<b>Staff (CSPDC)</b>
✓	Brad Arrowood, Vice Chair	✓	Cody Huffman (Alt)	✓	Bonnie Riedesel
✓	Amanda Kaufman		<b>VA DRPT</b>	✓	Ann Cundy
	<b>Augusta County</b>	✓*	Grace Stankus	✓	Zach Beard
✓	Tim Fitzgerald		<b>VRT</b>	✓	Devon Thompson
✓	Carolyn Bragg (Chair)	✓*	Steve Wilson	✓	Paula Melester
	Jennifer Whetzel (Alt)		Phil Thompson (Alt)		Ansley Heller
	Pam Carter (Alt)		Kevin Jones	✓	Allyson Finchum
	<b>City of Waynesboro</b>		<b>FTA</b>		
✓	Jim Wood		Chelsea Beytas		
✓	Todd Wood		<b>VA DOA</b>		
	Michael Hamp (Alt)	✓*	Rusty Harrington		
	<b>VDOT</b>		<b>CTB</b>		
✓	Todd Stevens		Mark Merrill		<b>Others</b>
✓	Brad Reed (Alt)				Josh Knight, Staunton
	Don Komara (Alt)			✓*	Courtney Thompson, GARCC
	Matt Dana (Alt)			✓*	Thomas Ruff, Timmons
✓* Indicates Zoom Participants					

### Call to Order

The SAWMPO Policy Board meeting was called to order at 10:03 a.m. by Carolyn Bragg, Chair. Pursuant to §2.2-3708.2 of the Code of Virginia, SAWMPO Policy Board members may participate in meetings of the SAWMPO or its committees through electronic communication means. Those who attended virtually were indicated by an asterisk; all others attended in-person.



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## **Introductions**

Todd Stevens, VDOT, introduced Brad Reed, who will be an alternate voting member for the SAWMPO Policy Board and SAWMPO Technical Advisory Committee. Brad was previously a member of the Harrisonburg-Rockingham MPO committees.

Amanda Kaufman introduced Josh Knight, Stanton's newly hired Engagement and Communications Manager.

## **Public Comment**

Chair Bragg opened the floor for public comment. There were no public comments.

## **Approval of Minutes**

Chair Bragg presented the minutes from the November 1, 2023, Policy Board meeting. Mr. Todd Wood moved, seconded by Mr. Tim Fitzgerald, to approve the minutes as presented. The motion was carried by unanimous vote.

## **Afton Mountain Small Area Study Update (Board Memo #24-01) -**

Mr. Zach Beard presented information on the Afton Mountain Small Area Study. The project is near the I-64 Exit 99 interchange. Augusta County is using multiple grants and funding sources to complete a comprehensive site assessment. The MPO is assisting with the transportation section of the assessment which covers three main areas including evaluating the existing vehicular network along Route 25; evaluating the bike/pedestrian connection to the site and recreational points of interest; and developing a set of scenarios and improvements for future development.

Mr. Thomas Ruff, Senior Project Manager with Timmons Group, is the lead on the project and provided an update. Mr. Ruff stated that the project began in September 2023. Data collection occurred at multiple interchange/intersections around the area in October 2023. A standard baseline was developed, and operational analysis was conducted. Timmons met with the County of Augusta, City of Waynesboro, VDOT, and SAWMPO to discuss potential scenarios of future development. Alternatives were created for transportation improvements from a safety aspect and reviewed traffic volume projections and necessary safety improvements to support redevelopment of the site.

The second portion of work is review of a multi-modal connection along Route 250 towards the Afton Tunnel Area. Mr. Ruff stated they are in the process of looking at opportunities for pedestrian mobility through the I-64 interchange. There are challenges to this with the bridge abutments, grades and other property and concerns with cost impacts.



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Timmons will develop a future plan with cost estimate and work with VDOT to review Exit 99 Interstate ramps and impact of the recommendations for improvements for the Afton site. Timmons is currently finalizing recommendations, receiving feedback from stakeholders. An initial draft of recommendations will be finished within weeks.

### **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.

The Board discussed how the MPO, as the regional transportation planning entity, can address safety issues not only through planning and projects, but also the behavioral aspects of safety. Board members also asked if there are any grants available for the MPO to address safety. Ms. Ann Cundy asked the Board if staff should research grants and opportunities for the MPO to address safety, and the Board concurred.

### **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 VDOT and the Department of Rail and Public Transportation (DRPT). Mr. Reed reviewed

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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.

## **Agency Updates**

### *Virginia Department of Transportation (VDOT)*

Mr. Stevens reported on five active projects in the MPO:

- Staunton Crossings is on schedule and will conclude this spring.
- The Southern Connector is underway with completion date of September 2025.
- Route 2623 project – southern portion will be complete this spring.
- I-81 widening project has begun. In the process of shoulder strengthening in both directions. Tree removal to be completed prior to April 2024.
- Route 635 Barterbrook Road bridge project for bridge replacement is ahead of schedule.
- Weyers Cave turn lane project is complete.

### *DRPT*

Ms. Stankus announced that last month the CTB approved Transit Rider Incentive Program and congratulated the CSPDC for receiving a trip grant for the Lewis Street Hub project. Also, the Fiscal Year 2025 grant applications cycle is now open and projects are due to DRPT by February 1<sup>st</sup>. She noted that if any jurisdiction has any questions regarding grant applications to contact DRPT.

### *BRITE 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 (MDCS) is progressing. CSPDC, VRY, 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. Ridership in the 2023 holiday season did not substantially decrease so based on demand trips will not change throughout the remainder of the holiday season. The year end survey to collect qualitative information from riders has been again launched. The annual report will be distributed within two weeks.

#### **Localities**

##### *City of Waynesboro*

There were no updates noted from the City of Waynesboro.

##### *City of Staunton*

There were no updates noted from the City of Staunton.

##### *Augusta County*

Mr. Tim Fitzgerald gave the following update:

- The Comprehensive Plan update is ongoing. The Board appointed a Steering Committee and will work with Focus Groups.
- The Verona Bike/Pedestrian project is ongoing and will extend to the City.

#### **Other Business**

Ms. Bonnie Riedesel announced that Zach Beard and his wife are the new parents of a baby daughter, Hazel June. The Policy Board congratulated Mr. Beard.

Ms. Bonnie Riedesel announced her retirement effective March 1, 2024. Ms. Riedesel started working for the CSPDC in 1994 and became the Executive Director in 2008. The SAWMPO was established under her tenure. The Policy Board thanked Ms. Riedesel for her many years of service and congratulated her on retirement.

#### **Upcoming Meetings**

Ms. Bragg announced that the next scheduled TAC meeting will be held January 17<sup>th</sup>, 2023, at 2:00 p.m., and the next Policy Board meeting is scheduled for February 7<sup>th</sup>, 2023, via ZOOM at 10:00 a.m.



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### **Meeting Adjournment**

There being no further business to come before the Policy Board, Chair Bragg asked for a motion to adjourn the meeting. The motion was made by Mr. Jim Wood and seconded by Mr. Brad Arrowood. The meeting was adjourned at 11:30 a.m.

Respectfully submitted,

A handwritten signature in black ink, reading 'Ann W. Cundy'. The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

Ann W. Cundy  
Director of Transportation



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**TO:** SAWMPO Technical Advisory Committee  
**FROM:** Zach Beard, Senior Planner  
**MEETING DATE:** March 6, 2024  
**RE:** **Policy Board Action Form #24-03: 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 and VDOT to submit up to three SMART SCALE Round 6 pre-applications by the April 1, 2024 deadline. SAWMPO provided an overview of each pre-application at the February 21, 2024 TAC meeting, and the TAC recommended the Board approve the submission of the applications. 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.

**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 a signalized 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

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:** Staunton-Augusta-Waynesboro MPO Policy Board  
**FROM:** Ann Cundy, Director of Transportation  
**MEETING DATE:** March 6, 2024  
**RE:** **Policy Board Memo #24-03: 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 options on how the MPO can pursue objectives that support the adopted annual safety targets. Staff evaluated planning through the 2050 LRTP update, the federal Safe Streets for All grant, and an upcoming community event discussing bicycle and pedestrian safety.

## 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 Staunton, 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. Funding is available through 2026.

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**



## COMMUNITY EVENT

The Shenandoah Valley Bicycle Coalition, the Community Foundation of Central Blue Ridge, and the Central Shenandoah Valley Office on Youth are co-sponsoring a bicycle and pedestrian safety awareness event tentatively scheduled for June 2024 at the Wayne Theater. The event includes screening the 50-minute film, [The Street Project](#), which summarizes the current increase in bicycle and pedestrian fatalities, the historical context and developments that are contributing to the on-going problem, and how planning and design can improve roadway safety for all users.

The event invite list includes planning, public works, parks and recreation, and elected officials from each MPO locality, and community members that walk and bike out of necessity. The event will conclude with a question-and-answer discussion.

## STAFF RECOMMENDATION

The 2050 LRTP update process provides an opportunity for the MPO to further identify how to address transportation safety issues. 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 between now and December 2025, when the LRTP is expected to be adopted. Due to the SS4A grant being federally-funded through only 2026, the MPO would need to apply for and potentially administer a large planning grant during the LRTP update process.

However, local governments are also eligible to apply for SS4A funding. SAWMPO staff support would likely best be applied to assisting a locality in developing an application and being part of a project team if your localities pursue a grant.

The MPO could sponsor the bicycle and pedestrian film screening and be an active participant in the regional discussion on how to address regional multi-modal safety.

## ATTACHMENTS

- [Safe Streets for All Notice of Funds Available \(NOFO\) 2023](#)
- [The Street Project film website](#)

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**TO:** Staunton-Augusta-Waynesboro MPO TAC

**FROM:** Zach Beard, Senior Planner

**MEETING DATE:** March 6, 2024

**RE:** **Policy Board Memo #24-04: 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, which was reviewed with the TAC during the February 21, 2024 meeting. The 2050 LRTP 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:

Revenues	FY 2024	FY 2025
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 Board 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 shared a draft 2050 LRTP Scope of Work with the TAC on February 21, 2024, and will present a final draft to the Policy Board in April 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, and provide 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 and Board input on the draft FY25 UPWP and 2050 LRTP Scope of Work and timeline, and summarize the final documents with the Board in April.

## ATTACHMENTS

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

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# 2050 Long Range Transportation Plan Update

## DRAFT SCOPE OF WORK



**Staunton Augusta  
Waynesboro**  
Metropolitan Planning  
Organization

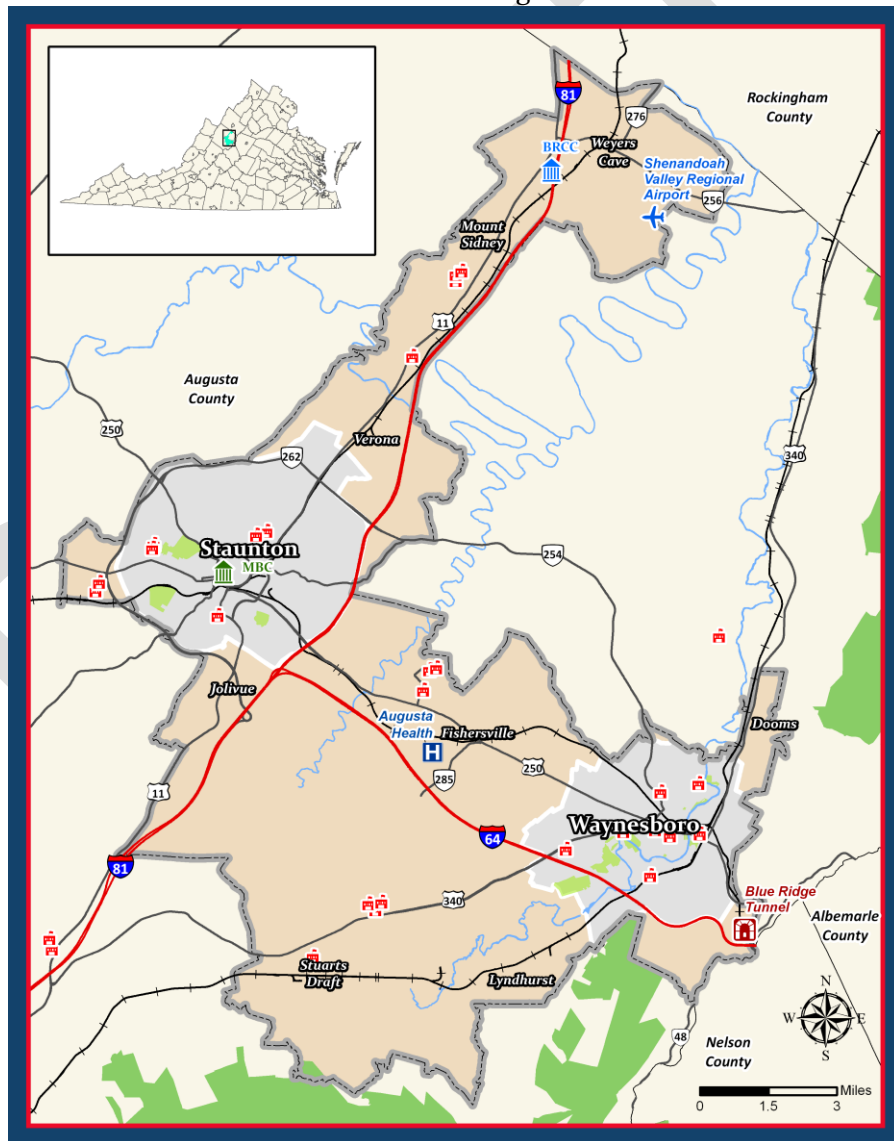
112 MacTanly Place  
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**SAWMPO.org**

## 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