



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

112 MacTanly Place
Staunton, VA 24401

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Policy Board Meeting Agenda April 3, 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 March 6, 2024, Policy Board Meeting*
4. FY25 Unified Planning Work Program (UPWP) Release for Public Comment (BAF #24-02)*
5. Approval of the 2050 Long Range Transportation Plan (LRTP) Scope of Work (BAF #24-03)*
6. Presentation: Staunton Lewis Street Hub - Paula Melester, CSPDC
7. Agency Updates
 - VDOT
 - DRPT
 - BRITE & Afton Express
 - Localities
8. Other Business
9. Upcoming Meetings
 - April 17, 2024 – Technical Advisory Committee Meeting, CSPDC Office, 2:00 p.m.
 - May 1, 2024 – Policy Board Meeting, CSPDC Office, 10:00 a.m.
10. Adjournment

*Action Required

**Policy Board
Regular Meeting Minutes
March 6, 2024, 10:00 a.m.**

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

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

Call to Order

The SAWMPO Policy Board meeting was called to order at 10:00 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.

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 January 3, 2024, 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.

SMART SCALE Round 6 Pre-Applications (Board Action Form #24-01)

Mr. Zach Beard provided an update on SMART SCALE Round 6 pre-applications. Mr. Beard explained that the pre-application cycle is open March 1 through April 1, 2024. SAWMPO staff is working with Augusta County and VDOT to submit two SMART SCALE Round 6 pre-applications by the April 1, 2024 deadline. The two possible pre-applications are:

- The *WWRC Long-term Access Improvements*, which are constructing a new alignment to connect US 250 to WWRC; we have submitted a SS application every year of SS since 2018 or 2019 and it continues to be overlooked due to the high cost; the County noted that the project could have additional funding based on a state budget amendment this time around, which could make the application more viable than in the past
- *I-64 and US 250 Exit 99 Improvements*, which includes a signalized continuous green T intersection. The pre-application may not be submitted because the project was also submitted as an HSIP application. If the project is funded through HSIP, the application will not be submitted through SMART SCALE.

Ms. Ann Cundy noted that the changes to eligibility means that there are fewer types of projects that the MPO can submit. However, locality-submitted projects would be submitted under the District Grant program.

Chair Bragg called for a motion to approve the submission of the two pre-applications. Mr. Fitzgerald moved to approve, and the motion was seconded by Mr. Jim Wood. The motion was carried by unanimous vote.

Potential Transportation Safety Initiatives (Board Memo #24-03)

Ann Cundy provided an overview of potential transportation safety initiatives that the SAWMPO could conduct in 2024. Ms. Cundy said that 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, either through studies, grants, or otherwise. Mr. Cundy said that the 2050 LRTP update and federal Safe Streets for All (SS4A) program are both opportunities for the MPO to further address safety concerns. Ms. Cundy said that the LRTP update process is an opportunity for the MPO to articulate safety priorities and concerns in the narrative, through project scoring evaluation criteria that emphasizes safety, and working on the recommendations from recent MPO studies such as the SAWMPO Highway Safety Study, and the Exit 235 Study.

SAWMPO Highway Safety Plan and SS4A

Ms. Cundy explained that the most prominent federal transportation safety grant funding program available for MPOs is the US DOT Safe Streets for All (SS4A) Program. Ms. Cundy said that due to staff constraints, it is not feasible to conduct a SS4A study during the same timeframe of conducting the 2050 LRTP. The MPO could support localities applications for the program; however, the grant is an 80-20 match, which means localities would be responsible for a sizable share of funding the SS4A plan.

Community Event

Ms. Cundy provided an overview of an upcoming walking and biking safety awareness event in Waynesboro for both the general public and local government. Several community organizations are co-sponsoring the event, which is tentatively scheduled for June 2024 at the Wayne Theater. The event includes screening a film which summarizes the current increase in bicycle and pedestrian fatalities. The organizations approached the MPO for co-sponsorship, but federal regulation prohibits the MPO from co-sponsoring events. Staff will notify the Board with the event details.

Draft FY25 UPWP and 2050 Long Range Transportation Plan Draft Scope of Work (Board Memo #24-04)

UPWP

Mr. Beard summarized a memo on the FY25 UPWP and the MPO's 2050 LRTP update process, which was shared with the TAC at the February Committee meeting. Mr. Beard explained that every year in the spring the MPO develops the Unified Planning Work Program (UPWP), which is the MPO's annual work plan and budget, and shared the revenue being received from VDOT and DRPT for the upcoming fiscal year. The focus of work in FY25 will be on the 2050 LRTP update process.

LRTP Timeline Overview

The last LRTP was approved in December 2020. The Federal Highway Administration (FHWA) requires that MPOs update long range plans every five years, and we must update our new LRTP by December 2025. LRTPs must identify regional needs, specific transportation projects, and include a financial plan that indicates how the improvements will be funded over the five-year period.

Mr. Beard said that the update process for SAWMPO will benefit from the lessons learned from past LRTP efforts with the SAWMPO and Harrisonburg-Rockingham MPO (HRMPO), and will incorporate some of the approaches that worked best for the HRMPO. Mr. Beard described the tentative timeline of the update process, and divided each of the 9 main tasks into three different phases.

Phase I

Mr. Beard explained that the Scope of Work has 9 different tasks that will take place between May 2024 and December 2025. The TAC will serve as the LRTP Working Group. Tasks 1 through 4 include MPO Coordination, the first phase of public engagement, existing conditions summary, and 2050 projections.

Phase II

Task 5 – Needs, and Task 6 – Goals will take place during fall and winter of 2024 and 2025.

Phase III

Tasks 7 through 9 will begin in spring 2025 with project identification and evaluation based on whether projects 1) meet a VTrans need, 2) align with the 2050 LRTP Goals, and 3) address identified needs. Projects not meeting the screening criteria will be included in a Projects for Future Study list or a project Vision List.

New Planning Process

Mr. Beard noted that due staff is recommending conducting the public engagement and project scoring in coordination with consultants, which should streamline some of the more time-consuming tasks. As a result, staff will have more time to conduct the following:

- A more robust public engagement effort in coordination with a consultant, using the HRMPO public engagement process as a blue print to understand the needs of every segment of the population that may be overlooked
- Examining specific areas in the MPO where transportation directly overlaps and impacts land use and accessibility issues that have the most acute needs, for instance whether issues like housing, workforce recruit and retention, and long-term demographic changes like an aging population overlap with transportation needs.

Mr. Don Komara expressed support for conducting the plan in-house. He noted that one key aspect of transportation planning that is overlooked is accounting for new suburban development and the impact on secondary rural roads. Projects addressing secondary road safety and congestion issues do not score well in SMART SCALE, and as a result this is an issue that could be examined in the LRTP update, and documenting and capturing local input and knowledge of secondary road issues.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Shane McCabe shared that the SMART SCALE Round 6 application window is now open. Mr. Komara provided the following updates:

- Staunton Crossings is on schedule and will conclude this spring.
- The Southern Connector is underway with completion date of September 2025.
- Route 262 project – southern portion will be complete this spring.
- I-81 widening project has begun; local firms are being utilized.
- Route 635 Barterbrook Road bridge project for bridge replacement is ahead of schedule.
- Weyers Cave turn lane project is complete.
- The Verona sidewalk project improvement is progressing.

DRPT

Ms. Grace Stankus provided the following updates:

- The Federal Railroad Administration (FRA) is proposing a new rail route from New York City to Houston which goes through the MPO area, and comment is available through March 8, 2024.
- The FTA has announced NOFOs for the Low-No and Buses and Bus Facilities for application due on April 25, 2024.

BRITE Transit

Ms. Devon Thompson gave the following BRITE Transit updates:

- Implementation for BRITE's mobile data collection system (MDCS) is progressing. All mobile data terminals have been installed on the buses, and on-site training has been conducted with Passio. A hard launch went into effect March 1.
- The CSPDC advertised the Invitation to Bid for construction at the Lewis Street Hub in late January and hosted a pre-bid conference in early February. Bids are due March 6. The CSPDC has been working with the City of Staunton on the location of 20 temporary parking spaces while construction in the



area takes place on North Augusta Street, and the City will notify the public and passengers of the temporary change.

Afton Express

Ms. Paula Melester gave the following Afton Express update:

- Staff released the Afton Express annual report, which notes that ridership continues to exceed expectations, with ridership increasing 59% from year one to year two. The Waynesboro stop and the UVa hospital stop are the two most popular spots. Trip 2 in the morning and afternoon is the most preferred trip by riders, and there were a few days where occupancy was nearly at capacity. Staff is evaluating how to add different trip times to address capacity. Ms. Melester noted how the impact of the service, such as reduction in emissions and gas usage, can be assessed through RideShare user data.

Localities

City of Waynesboro

- Mr. Jim Wood described a new initiative by a local Rotary Club in coordination with the Shenandoah Valley Office of Youth to conduct a traffic garden educational installation to instruct children on roadway safety.

City of Staunton

- Mr. John Blair said that the Staunton Crossing Project is the most significant on-going project.

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 WWRC SMART SCALE application is utilizing extra funding associated with a Crisis Intervention Unit being constructed adjacent to the WWRC complex. As a result, funding for at least partial construction of the new roadway alignment should be secured through the Commonwealth's new project.

Other Business

There was no other business.



Upcoming Meetings

Ms. Bragg announced that the next TAC meeting is scheduled for March 20, 2024, at 2:00 p.m., and the next Policy Board meeting is scheduled for April 3, 2024, at 10:00 a.m.

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. Tim Fitzgerald. The meeting was adjourned at 11:04 a.m.

Respectfully submitted,

A handwritten signature in cursive script, reading "Ann W. Cundy".

Ann W. Cundy
Director of Transportation



TO: Staunton-Augusta-Waynesboro MPO TAC
FROM: Zach Beard, Senior Planner
MEETING DATE: April 3, 2024
RE: **Board Action Form #24-02: Consideration of the Draft FY 2025 Unified Planning Work Program (UPWP) Release to Public Comment**

RECOMMENDATION

Recommend that the Policy Board release the Draft FY25 UPWP for public comment.

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*
Total	\$467,116	\$477,773

*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.

NEXT STEPS

Staff is requesting that the Policy Board release the Draft FY 2024 UPWP to public comment, and the board will consider approving the document at the May 1 meeting.

ATTACHMENT

[Draft FY25 UPWP](#)



Fiscal Year 2025 Unified Planning Work Program

DRAFT: ___ 2024



**Stanton Augusta
Waynesboro**
Metropolitan Planning
Organization

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SAWMPO.org

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FY25 Unified Planning Work Program

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Draft FY25 Unified Planning Work Program

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Outside Virginia Voice 800-828-1140 | Hearing 800-828-1120

Website: www.sawmpo.org

Title:

SAWMPO Fiscal Year 2025 (FY25) Unified Planning Work Program

Authors:

Ann Cundy, Director of Transportation

Zach Beard, Senior Planner

Report Date: May 1, 2024

This Report is prepared on behalf of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) through a cooperative process involving the Cities of Staunton and Waynesboro, County of Augusta, Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, Federal Highway Administration, and the Federal Transit Administration.

The preparation of this work program is financially aided through grants from the Federal Highway Administration, Federal Transit Administration, Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, and the three localities comprising the SAWMPO. Administrative support and technical assistance is provided by the Central Shenandoah Planning District Commission.

Draft FY25 Unified Planning Work Program

Policy Board

Officers

Chair, Carolyn Bragg - Augusta County

Vice Chair, Brad Arrowood - City of Staunton

Secretary/Treasurer, Bonnie Riedesel - Central Shenandoah Planning District Commission (non-voting)

Members

Tim Fitzgerald - Augusta County

Amanda Kaufman - City of Staunton

Jim Wood - City of Waynesboro

Todd Wood - City of Waynesboro

Todd Stevens - Virginia Department of Transportation

Chelsea Beytas - Federal Transit Administration (non-voting)

Kevin Jones - Federal Highway Administration (non-voting)

Rusty Harrington - Virginia Department of Aviation (non-voting)

Grace Stankus - Virginia Department of Rail and Public Transportation (non-voting)

Steve Wilson - Virginia Regional Transit (non-voting)

Technical Advisory Committee

Officers

Chair, Leslie Tate - City of Waynesboro

Vice Chair, Rodney Rhodes - City of Staunton

Members

Alidia Vane - Augusta County

Doug Wolfe - Augusta County

Alisande Tombarge - City of Waynesboro

Don Komara - Virginia Department of Transportation

Grace Stankus - Virginia Department of Rail and Public Transportation

Kevin Jones - Federal Highway Administration (non-voting)

Devon Thompson - Central Shenandoah Planning District Commission (non-voting)

Phil Thompson - Virginia Regional Transit (non-voting)

Steve Wilson - Virginia Regional Transit (non-voting)

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INTRODUCTION

Basis for Work Program

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken by the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) within the Metropolitan Planning Area (MPA) for Fiscal Year (FY) 2025 (July 1, 2024 to June 30, 2025). The UPWP provides a mechanism for the coordination of transportation planning activities in the region and is required as a basis and condition for all federal transportation funding and transportation planning assistance by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

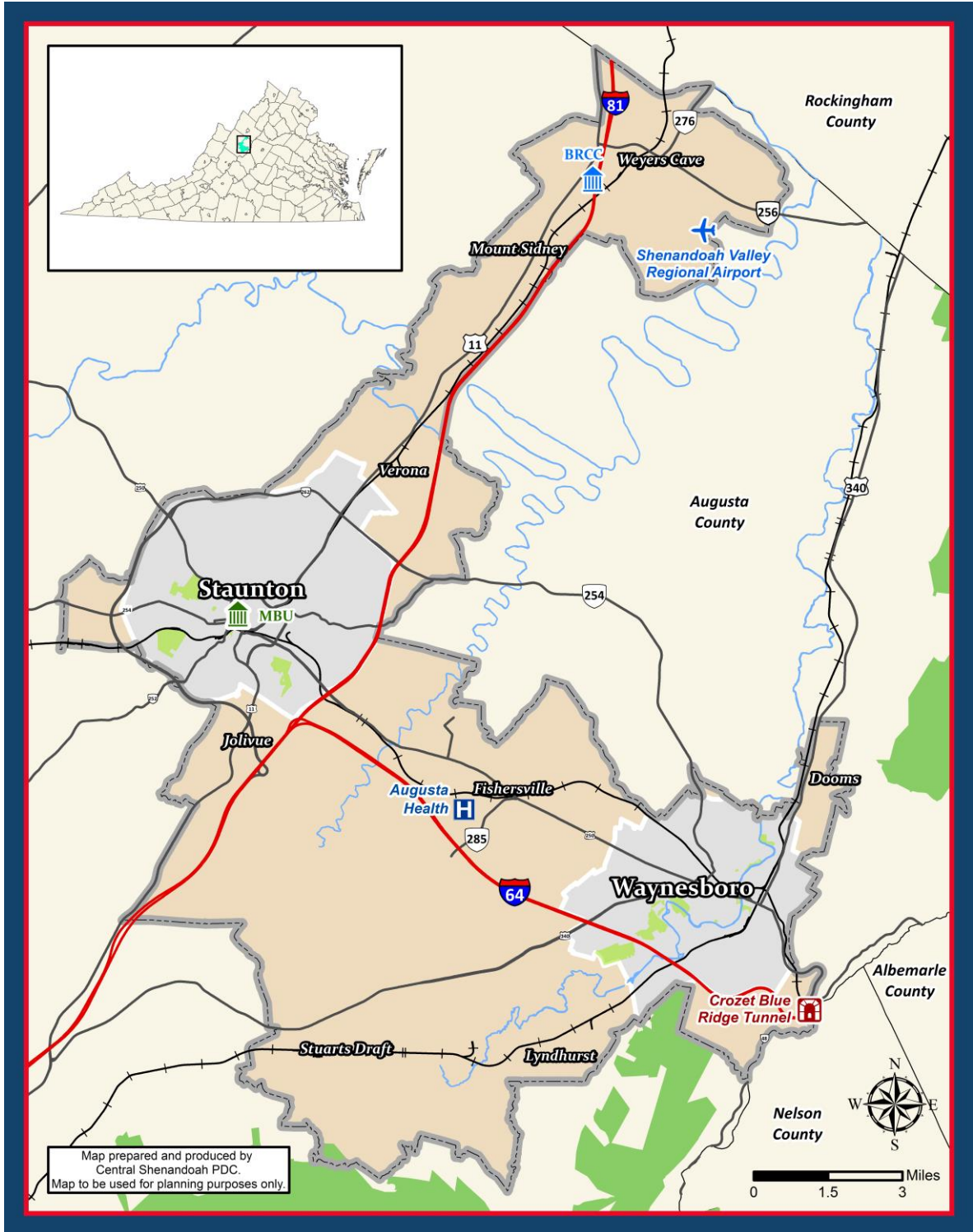
The work tasks within this UPWP are reflective of issues and concerns originating from transportation agencies at the federal, state, regional and local levels. The descriptions of the tasks to be accomplished and the budgets for these tasks are based on a best estimate of what can be accomplished within the confines of available federal, state and local resources.

Metropolitan Planning Area

The SAWMPO planning area consists of the Cities of Staunton and Waynesboro, and a portion of Augusta County surrounding these jurisdictions. A map of the MPO is provided on the next page (Figure 1).

The SAWMPO has a land area of 142.7 square miles, and had a population of 87,307 according to the 2020 U.S. Census.

Figure 1: SAWMPO Planning Area



Map prepared and produced by
Central Shenandoah PDC.
Map to be used for planning purposes only.

Responsibilities for Transportation Planning

The SAWMPO is the organization responsible for conducting the continuing, comprehensive, and coordinated (3-C) planning process for the Staunton-Augusta-Waynesboro urbanized area in accordance with requirements of Section 134 (Title 23 U.S.C.) of the Federal Highway Act of 1962, and Section 8 of the Federal Transit Act. The SAWMPO is the official Metropolitan Planning Organization for the Staunton-Augusta-Waynesboro urbanized area, designated by the Governor of Virginia, under Section 134 of the Federal Aid Highway Act, and the joint metropolitan planning regulations of FHWA and FTA. The policy making body of the SAWMPO is its Board which consists of seven (7) voting members. The voting membership of the Policy Board consists of two (2) members from the City of Staunton; two (2) members from Augusta County; two (2) members from the City of Waynesboro; and one (1) member from the Virginia Department of Transportation (VDOT). Member jurisdictions have also provided for alternate voting members.

Other agencies with non-voting membership on the SAWMPO Policy Board include: the Virginia Department of Rail and Public Transportation (DRPT), BRITE Transit contracted service provider, Virginia Regional Transit (VRT), FHWA and FTA, and the Virginia Department of Aviation.

Organization of the SAWMPO

The Central Shenandoah Planning District Commission (CSPDC) administers the MPO. Staff, in conjunction with the SAWMPO member agencies, collects, analyzes, and evaluates demographic, land use, and transportation data to gain a better understanding of the transportation system requirements of the area. Staff prepares materials for use at Policy Board and Technical Advisory Committee (TAC) meetings, and any other sub-committee meetings. Staff also administers the public involvement and Title VI processes.

Staff members participate in all SAWMPO meetings, provide expertise, and administer the transportation planning program. In addition, CSPDC staff represent the SAWMPO at other meetings of importance to regional planning activities.

Draft
FY25 Unified Planning Work Program

Total FY25 Budget Revenues

The primary funding sources for transportation planning activities are the FHWA Section 112 (PL) (referred to as highway funds) and FTA Section 5303 (referred to as transit funds) programs. The proposed funding amounts, including state and local matching funds, for the FY25 SAWMPO UPWP are shown below.

FY25 UPWP Budget Revenue Summary				
Revenue Category	Total	Federal	State	Local
<i>Highway</i>				
FY 2025 New Highway Revenues	\$209,049	\$167,239	\$20,905	\$20,905
Carryover from FY 2023 Highway Funds	\$115,184	\$92,147	\$11,518	\$11,518
Subtotal	\$324,233	\$259,386	\$32,423	\$32,423
<i>Transit</i>				
FY 2025 New Transit Revenues	\$103,540	\$82,832	\$10,354	\$10,354
Spendout from FY 2024 Transit Funds	\$50,000	\$40,000	\$5,000	\$5,000
Subtotal	\$153,540	\$122,832	\$15,354	\$15,354
Total FY25 Revenues	\$477,773	\$382,218	\$47,777	\$47,777

WORK TASK 1.0: PROGRAM ADMINISTRATION AND PUBLIC OUTREACH

Program Administration:

This task includes ongoing activities of a continuing, comprehensive, and coordinated (3-C) planning process that ensures proper management and operation as described in the SAWMPO Memorandum of Understanding. Coordination includes providing opportunities for cross-jurisdictional communication among VDOT and DRPT, the member jurisdictions, and other regional partners through the MPO planning process.

This task includes maintenance of the FY25 UPWP and development of the FY26 UPWP. To meet the requirements of 23 CFR Part 420 and 23 CFR Part 450, the SAWMPO, in cooperation with VDOT and DRPT, is responsible for the development of a UPWP.

The UPWP describes all regional transportation planning activities anticipated in the MPO for the following fiscal year that will utilize federal funding (e.g., Title I Section 134 and Title III Section 8 metropolitan planning funds). The UPWP also identifies state and local matching dollars for these federal planning programs. These transportation planning activities are designed to address highway, transit, and non-motorized modes of travel for the SAWMPO. The UPWP will incorporate suggestions from federal funding agencies, state transportation agencies, transit operating agencies, local governments participating in the SAWMPO, and the public through the public involvement process.

The primary objectives of program administration are:

- To provide all required administrative functions including UPWP maintenance, accounting, financial reporting, personnel administration, meeting organization, preparation of meeting materials and minutes or summaries, presentation preparation and follow-up, office management, contract administration, and necessary purchases such as of office equipment and software, etc.
- To coordinate with VDOT and DRPT staff, SAWMPO TAC and Policy Board members, etc., to review and amend plans and policies to ensure that all program elements are compliant with applicable state and federal regulations and guidance.
- To support the activities of the SAWMPO through the organization of regular meetings among stakeholders, preparation of reports, presentations, agendas, minutes, and mailings for all Policy Board, TAC and other meetings, as well as attendance at those meetings. Attendance at meetings and timekeeping are included in this task.
- To provide on-going training and development of staff and Board/Committee members to make certain that they are familiar with new and updated federal and state transportation regulations/guidelines, and are prepared to respond to the challenges and demands of this region.
- To represent the SAWMPO on the Virginia Association of Metropolitan Planning Organizations (VAMPO).

Draft FY25 Unified Planning Work Program

- To manage the on-call consultant programs for the use of the SAWMPO and its member localities and assist with contract administration and project management services.
- To incorporate the 2021 FHWA and FTA Planning Emphasis Areas (PEAs) into MPO work activities related to clean energy, equity, complete streets, public involvement, planning and environmental linkages, and transportation planning data sharing to address national transportation planning goals and priorities that meet regional and local needs.

Public Participation and Outreach:

This task includes ongoing activities that maintain and encourage meaningful public participation and outreach to citizens in the MPO region. Public participation is an integral component to MPO activities and therefore this work task is integrated with program support.

Staff will update the SAWMPO website in compliance with the Public Participation Plan (PPP). The MPO will regularly review and update the website to list public notices, provide updates on planning processes, feature upcoming events and receive public input.

The primary public participation objectives are:

- Maintain Title VI compliance and ensure environmental justice in all work plans and activities for travel modes, including consultation with appropriate groups, committees and community representatives.
- Manage the SAWMPO website and develop new content to inform the public on the activities of the SAWMPO and provide updates relative to transportation in the region. Updates may contain information required by federal and state regulations and guidance.
- Continue a proactive public participation process that provides complete information, timely public notice, and full public access to key decisions, and supports early and continuing involvement of the public, including disadvantaged populations, in developing plans, TIPS, and other documents in accordance with the approved Public Participation Plan (PPP).
- Integrate Virtual Public Involvement (VPI) tools into the overall public engagement approach, and advance outreach to underserved and disadvantaged communities.

Activities and Products:

- Efficient office operation, accurate financial information, preparation of quarterly reports and other information in support of MPO activities, writing and administration of transportation-related grants; transportation planning services; and a well-trained and informed MPO staff, Policy Board, and TAC.
- Coordination between VDOT and DRPT staff, SAWMPO staff, TAC, and Policy Board through regular MPO meetings to share knowledge, strategize on long-term planning issues, review and amend plans and policies, and remain compliant with relevant federal and state regulations and guidelines.
- Support of the administrative activities of the SAWMPO including the Policy Board, TAC and other meetings, as well as attendance at those meetings.

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- Coordinate and co-host annual joint MPO meeting with the Charlottesville-Albemarle MPO.
- Management of on-call consultants to provide technical support and project development for the SAWMPO and its member localities.
- Development of the FY26 UPWP and management of the FY25 UPWP.
- Process UPWP amendments as needed for the appropriate sections of funding (i.e. FHWA PL 112, FTA Section 5303, VDOT State match, DRPT State match, or any local matching funds).
- Facilitate data sharing between the MPO, VDOT, and public transportation providers to advance the efficient use of resources and inform state, regional, and local decision-making.
- Increased participation by community members in the development of the various SAWMPO transportation plans, with a particular focus on improving public participation by groups not previously involved in the transportation planning process.
- Environmental justice and Title VI compliance in all work plans and activities, including the identification of underserved communities.
- Maintain the SAWMPO.org website with timely information regarding the MPO's ongoing activities, scheduled events and planning documents.
- Evaluation of the effectiveness of the PPP and Title VI Plan for engaging transportation disadvantaged communities in the decision-making process.
- Supplement face-to-face information sharing with VPI technology while ensuring continued public participation by individuals without access to computers and mobile devices.

1.0 Program Administration and Public Outreach				
FY 25	Total	Federal	State	Local
Highway	\$60,000	\$48,000	\$6,000	\$6,000
Transit	\$43,192	\$34,554	\$4,319	\$4,319
Total	\$103,192	\$82,554	\$10,319	\$10,319

WORK TASK 2.0: PROGRAM ACTIVITIES

Work Task 2.01: Long-Range Transportation Planning

Objective & Description:

The primary objective of this task is to provide for long-range planning activities. This includes updating and implementing the Long-Range Transportation Plan (LRTP), and other long-range planning documents.

Federal law requires that the SAWMPO develop and approve a LRTP every five years, and that the Plan must have at least a 20-year horizon at the time of adoption. The 2045 LRTP was adopted on December 3, 2020. FY25 work will focus on updating the 2050 LRTP document. The 2050 update will include community engagement, and performance-based planning, which will utilize transportation performance measures and targets to achieve performance outcomes.

This work task is also intended to support planning work for non-motorized forms of transportation, including activities to expand development of the regional bicycle/pedestrian safety and education program and website, Bike the Valley. These activities may include production and dissemination of marketing literature, participation in community outreach events that promote bicycle and pedestrian safety like the SAW Walk Bike Summit, and work to continue to identify bicycle and pedestrian improvements within the MPO.

Through these activities, SAWMPO will meet the BIL requirement that each MPO use at least 2.5% of its annual funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

The following are activities that may be accomplished under this task.

Activities & Products:

- Maintain the existing 2045 LRTP for an integrated multi-modal transportation system. Maintain consistency with the 3-C process, which identifies the regional context and needs, involves the public appropriately, examines the existing conditions relevant to transportation planning, and results in both a constrained and vision list of project recommendations.
- Develop and update the 2050 LRTP document to identify collaborative transportation planning goals for the Staunton-Augusta-Waynesboro region over a 25-year timeframe. The report will involve public and stakeholder outreach and involvement, examine regional data, identify transportation needs, evaluate transportation projects based on objective performance criteria, and project revenues.
- Emphasize developing a comprehensive community engagement process to assist with gaining a better understanding of how transportation needs and improvements overlap and impact other topical, priority issues in the region such as housing, workforce attraction, retention, and economic development, and changing demographics.
- Prioritize future transportation projects in the 2050 LRTP by updating the fiscally constrained project list that prioritizes transportation investments based upon anticipated funding. This component, known

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 FY25 Unified Planning Work Program

as the Constrained Long Range Plan (CLRP), identifies top priority projects that can reasonably be expected to be constructed during the 25-year planning period.

- Consider the environmental factors impacting transportation needs and projects, including: identifying the barriers to and opportunities for deployment of alternative fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.
- Continue to conduct an on-going Performance-Based Planning Program.
- Organize and attend community outreach events to promote all modes of travel.
- Seek state and federal funds to further bicycle/pedestrian programs in the region (e.g., Safe Routes to School program, Transportation Alternatives Program, and Highway Safety Improvement Program).
- Maintain and enhance the bicycle/pedestrian program webpage on the SAWMPO website, and the Bike the Valley website for posting information and soliciting feedback.
- Staffing the annual Staunton-Augusta-Waynesboro region Walk Bike Summit to facilitate efforts between key stakeholders to make the area more bicycle and pedestrian friendly.

2.01 Long-Range Transportation Planning				
FY 25	Total	Federal	State	Local
Highway	\$110,000	\$88,000	\$11,000	\$11,000
Transit	\$30,000	\$24,000	\$3,000	\$3,000
Total	\$140,000	\$112,000	\$14,000	\$14,000

Work Task 2.02: Short-Range Transportation Planning

Objective & Description:

Short range planning activities for the MPO include maintenance of the Transportation Improvement Program (TIP), and small area or corridor studies to advance projects to the project application and programming stage.

The TIP is a four-year program of highway, transit, bicycle, pedestrian, safety, and enhancement projects receiving federal, state, and local funds. The TIP must be approved by the SAWMPO Policy Board and the Governor of Virginia, and is required as a condition for all federal funding assistance for transportation improvements within the MPO.

This task allows SAWMPO staff or consultants to perform corridor, interchange, or intersection planning studies to prepare projects for advancement to the SYIP and TIP, or towards construction funded by other means. These are multi-modal studies addressing safety and operations for all users of personal vehicles,

Draft FY25 Unified Planning Work Program

pedestrians, bicyclists, and transit. These studies may include opportunities to examine the potential for economic development and show commitment to infrastructure improvements that would enable it.

MPO studies may also include opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, advance alternative fueling and charging infrastructure, identify transportation system vulnerabilities to climate change impacts and evaluate potential solutions, increase public transportation service in underserved communities, and encourage interagency relationships to minimize impacts on human and natural resources.

Activities & Products:

- A current SAWMPO TIP document, listing all highway, transit, and non-motorized projects with obligated federal funding for the published STIP, and complying with all federal and state regulations and guidance.
- Review and process highway, transit, and non-motorized TIP adjustments and amendments.
- The TIP will be posted on the SAWMPO website. The public and all other interested parties will be given an opportunity to review and comment on the proposed TIP as described under the SAWMPO's PPP. The TIP will be accessible for public review electronically through the internet and at other locations specified in the PPP.
- Evaluate site-specific needs identified during the 2050 LRTP to determine a list of potential Small Area Studies for selection and scoping in the future.

2.02 Short Range Transportation Planning				
FY 25	Total	Federal	State	Local
Highway	\$30,000	\$24,000	\$3,000	\$3,000
Transit	\$15,348	\$12,278	\$1,535	\$1,535
Total	\$45,348	\$36,278	\$4,535	\$4,535

Work Task 2.03: Local, State and Federal Agency Assistance

Objective & Description:

This program element is designed to provide planning assistance for the SAWMPO member jurisdictions, state and federal agencies. Assistance can include but is not limited to, development or administration of transportation-related grants, and assistance with other transportation planning requested.

Work will also include assistance with VTrans, the statewide transportation plan, multimodal and freight planning, coordinated human service planning for transit, ADA, Title VI/ Environmental Justice review, compliance with state and federal planning regulations, and review or development of MPO/regional transportation performance measures. Also included in this task will be time for staff to monitor legislative activity related to transportation issues, provide comment and feedback to policy-making boards, and

Draft FY25 Unified Planning Work Program

inform local administrators on the implications of this legislative activity, especially with regards to the I-81 Corridor Improvement Program and Committee.

Activities and Products:

- Identify, develop, or administer transportation-related grants for SAWMPO member localities, including the SMART SCALE, Transportation Alternatives/Safe Routes to School, and Highway Safety Improvement Program grants.
- Assist localities with updates to Comprehensive Plans or other planning documents related to transportation.
- Assist in the completion of any special transportation-related study or project for any transportation mode for the SAWMPO localities as requested, including the I-81 and I-64 Corridor Improvement Programs.
- Provide information related to specific planning work items as requested by FTA, FHWA, DRPT and VDOT including, but not limited to, multi-modal planning, human services transportation planning, freight planning, and assistance with components of the statewide transportation plan.
- Attend state or federal agency or non-governmental organization sponsored training, workshops, seminars, and conferences relative to transportation planning.
- Provide updates and legislative reports to the Policy Board, TAC and other regional stakeholders and feedback regarding legislative activities will be returned to the appropriate agencies.
- Provide general transportation related planning services, projects, and activities (e.g., map production, data analysis, reports, etc.), as requested by SAWMPO localities or the SAWMPO Policy Board/TAC for all modes of travel.
- Provide updates to member localities on opportunities to expand electric and other alternative fuel infrastructure in the region.

2.03 Local, State and Federal Assistance				
FY 25	Total	Federal	State	Local
Highway	\$45,000	\$36,000	\$4,500	\$4,500
Transit	\$20,000	\$16,000	\$2,000	\$2,000
Total	\$65,000	\$52,000	\$6,500	\$6,500

Draft

FY25 Unified Planning Work Program

Work Task 2.04: Transit Planning

Objective and Description:

The SAWMPO will coordinate with BRITE and other regional transit providers to conduct transit planning in the MPO region. Transit planning activities include route planning, analysis, and performance evaluations, and identification of gaps in the connectivity of the transit system, evaluation of workforce mobility needs, provision of Park and Ride lots, and other transportation demand management (TDM) needs region-wide.

MPO studies will consider infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities, and review policies, rules, and procedures to determine their impact on safety for all users.

Activities and Products:

The SAWMPO may assist in the production of the following items:

- Transit Development Plan monitoring.
- Transit plans for existing or new services throughout the SAWMPO region, especially the Afton Express service between the SAW region and Charlottesville.
- Transit system connectivity gap analysis and potential solutions to provide all populations with adequate access to essential services.
- Transit route planning: On-going route review, planning and analysis.
- Providing assistance with National Transit Database (NTD) Planning related to development of the annual NTD report.
- Assist with transit marketing activities, both for BRITE and Afton Express services.
- Coordinate human service planning for transit.
- Contract with consultant to conduct a micro-transit study for the BRITE transit system.

2.04 Transit Planning				
FY 25	Total	Federal	State	Local
Highway	\$0	\$0	\$0	\$0
Transit	\$45,000	\$36,000	\$4,500	\$4,500
Total	\$45,000	\$36,000	\$4,500	\$4,500

Draft
FY25 Unified Planning Work Program

WORK TASK 3.0: CONTINGENCY – HIGHWAY

Objective & Description:

This category reflects the balance of funds not identified for Program Support, Administration, and Work Program Activities at this time for the highway funding side of the matrix (transit funds are fully drawn down each year).

3.0 Contingency--Highway				
FY 25	Total	Federal	State	Local
Highway	\$79,233	\$63,386	\$7,923	\$7,923
Transit	(\$0)	\$0	(\$0)	(\$0)
Total	\$79,233	\$63,386	\$7,923	\$7,923

TOTAL BUDGET FOR FY25

The total revenues and expenditures for FY25 are \$477,773. New federal revenues on which the member localities are assessed for their local contribution are \$312,588. Below is the breakdown of the FY25 member assessment to the localities within the MPO area. The detailed FY25 budget is on the following page.

FY25 Assessment		
MPO Member	# Members	
Augusta County	2	\$10,420
Staunton	2	\$10,420
Waynesboro	2	\$10,420
Total**	6	\$31,260
FY25 Highway Local Match		\$20,905
FY25 Transit Local Match		\$10,354
Total**		\$31,259
Assessment per Member		\$5,210

**Values are rounded to the nearest dollar; some state and local match amounts will appear off by up to \$1.

FY 2025 UPWP Revenues and Expenditures by Federal, State, and Local Sources: Period of July 1, 2024 to June 30, 2025

Revenues		Total Highway	FHWA Section 112 (PL) (80%)	State Match (10%)	Local Match (10%)			Total Transit	FTA Section 5303 (80%)	State Match (10%)	Local Match (10%)	Total Highway & Transit
FY 2025 New Highway Revenues		\$209,049	\$167,239	\$20,905	\$20,905							\$209,049
FY 2025 New Transit Revenues								\$103,540	\$82,832	\$10,354	\$10,354	\$103,540
Deobligated Highway Funds from FY 24		\$0	\$0	\$0	\$0							\$0
Carryover from FY 2023 Highway Funds		\$115,184	\$92,147	\$11,518	\$11,518							\$115,184
Spendout from FY 2024 Transit Funds								\$50,000	\$40,000	\$5,000	\$5,000	\$50,000
TOTAL FY 2025 Revenues		\$324,233	\$259,386	\$32,423	\$32,423			\$ 153,540	\$122,832	\$15,354	\$15,354	\$477,773
Expenditures	Budget Code					Transit Technical Classification	Budget Code					
0												
1.0 Program Administration and Public Outreach	710.1	\$60,000	\$48,000	\$6,000	\$6,000	44.21.00	710	\$43,192	\$34,554	\$4,319	\$4,319	\$103,192
2.0 Program Activities												
2.01 Long-Range Transportation Planning	711	\$110,000	\$88,000	\$11,000	\$11,000	44.23.01	711	\$30,000	\$24,000	\$3,000	\$3,000	\$140,000
2.02 Short Range Transportation Planning	712	\$30,000	\$24,000	\$3,000	\$3,000	44.25.00	712	\$15,348	\$12,278	\$1,535	\$1,535	\$45,348
2.03 Local, State and Federal Assistance	713	\$45,000	\$36,000	\$4,500	\$4,500	44.24.00	713	\$20,000	\$16,000	\$2,000	\$2,000	\$65,000
2.04 Transit Planning	714	\$0	\$0	\$0	\$0	44.21.00	714	\$45,000	\$36,000	\$4,500	\$4,500	\$45,000
3.0 Contingency--Highway	720	\$79,233	\$63,386	\$7,923	\$7,923			\$0	\$0	\$0	\$0	\$79,233
TOTAL FY 2025 Expenditures		\$324,233	\$259,386	\$32,423	\$32,423			\$153,540	\$122,832	\$15,354	\$15,354	\$477,773



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SAWMPO.org



TO: Staunton-Augusta-Waynesboro MPO TAC
FROM: Zach Beard, Senior Planner
MEETING DATE: April 3, 2024
RE: **Board Action Form #24-03: Approval of the 2050 Long Range Transportation Plan (LRTP) Scope of Work**

RECOMENDATION

Recommend that the Policy Board approve the 2050 Long Range Transportation Plan (LRTP) Scope of Work.

EXECUTIVE SUMMARY

The SAWMPO's Long Range Transportation Plan (LRTP) must be updated every five years based on federal law. SAWMPO adopted its first LRTP in December 2015. The 2050 LRTP, which is the third MPO LRTP, must be complete by December 2025.

2050 LRTP UPDATE PROCESS

The LRTP documents the region's transportation needs and potential projects over a 25-year period. MPO staff shared a draft 2050 LRTP Scope of Work with the TAC in February. An LRTP kick-off meeting is scheduled for May 2024 with the LRTP Working Group, which is comprised of the TAC, and the plan is anticipated to be approved in December 2025 (see draft 2050 LRTP Schedule).

The 2050 update will incorporate consultant assistance for the public engagement phases and the project scoring. Staff 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 further focus on evaluating safety trends in the region, such as increasing fatal crashes, and emerging regional macro trends such as transportation access for a growing elderly population and how a lack of housing will impact the transportation network.

NEXT STEPS

Pending Board approval of the Scope of Work, staff will finalize the consultant contracts, begin the planning process by collecting existing conditions data, and conduct the LRTP kick-off meeting with the Working Group in May.

ATTACHMENTS

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



2050 Long Range Transportation Plan Update

SCOPE OF WORK



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

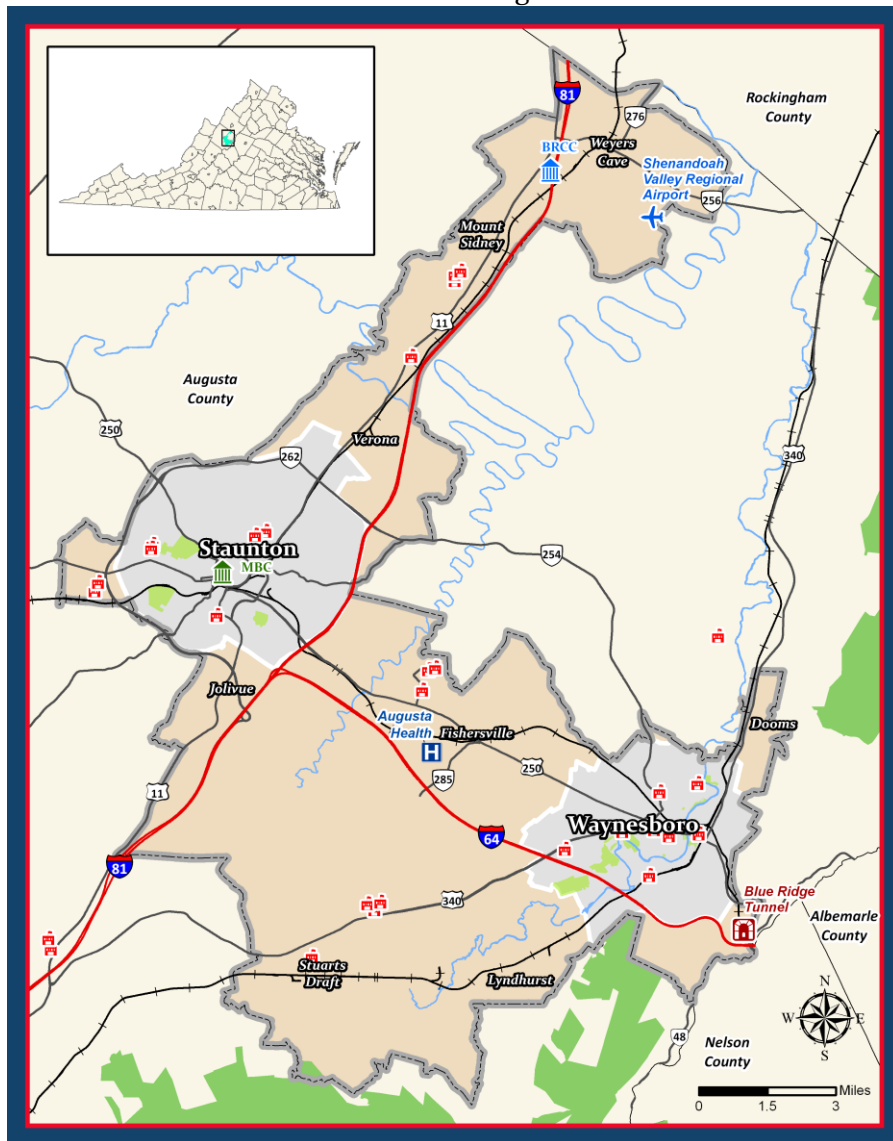
112 MacTanly Place
Staunton, VA 24401
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SAWMPO.org

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 list 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).

Task 1: MPO Coordination

Objective

This task ensures 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), 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 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, 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 consider updating the Preferred Growth Scenario with these projections based on the 2040 LRTP Travel Demand Model inputs in comparison to 2024 U.S. Census data. The LRTP Working Group will also consider alternatives to updating the preferred growth scenario, and evaluate the potential to evaluate the MPO's future needs through determining sub-areas in the MPO where needs are most acute based on socio-demographic data, housing, economic data, and other data and sectors that overlap with transportation planning.

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 subtasks below 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 Working Group will evaluate the 2045 forecast to reaffirm segments that may have future capacity issues. 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. 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 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