



Staunton Augusta Waynesboro Metropolitan Planning Organization Technical Advisory Committee Meeting Agenda August 6, 2025, at 2:00 P.M.

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

1. Call to Order
2. Approval of Minutes of the June 4, 2025, Meeting*
3. Public Comment
4. FY 2024-2027 Transportation Improvement Program (TIP) Administrative Modification (TAC Memo #25-05)
5. Resolutions of Support of FY27 Transportation Alternative Program (TAP) Applications (TAC Action Form #25-03)*
6. SAWMPO 2050 Long Range Transportation Plan (LRTP) Review for Chapters 2 through 5 (TAC Memo #25-06)
7. Agency Updates
 - a. VDOT
 - b. DRPT
 - c. BRITE
 - d. Localities
8. Other Business
9. Upcoming Meetings
 - a. August 20, 2025 - SAWMPO Policy Board Meeting, 10:00 a.m., CSPDC
 - b. September 3, 2025 - SAWMPO TAC Meeting, 2:00 p.m., CSPDC
10. Adjourn

* Action needed

Staunton-Augusta-Waynesboro Metropolitan Planning Organization Technical Advisory Committee (TAC) Regular Meeting Minutes June 4, 2025, 2:00 p.m.

Meeting held at Central Shenandoah Planning District Commission Office at 112 MacTanly Place,
Staunton, VA 24401 and virtually via Zoom

Voting Members				Others	
City of Staunton		VDOT		Staff (CSPDC)	
✓	Rodney Rhodes (Chair)	✓	Don Komara	✓	Zach Beard
✓	Meggie Taylor (Alt)	✓	Brad Reed (Alt)	✓	Garreth Bartholomew
	Lyle Hartt (Alt)	✓	Shane McCabe (Alt)	✓	Devon Thompson
	Susan Wilson	✓	Cody Huffman	✓	Paula Melester
		VA DRPT			
	Augusta County		Grace Stankus		
✓	Doug Wolfe (Vice Chair)				
✓	Julia Hensley (Alt)	Non-Voting Members			
				Other attendees	
		VRT		✓*	Jeff Oswald
	City of Waynesboro		Steve Wilson	✓*	Le’Roy Sweezy Jr.
	Leslie Tate	✓*	Phil Thompson (Alt)		
✓	Alisande Tombarge	Federal Highway Admin.			
	Scott Kesecker (Alt)		Kevin Jones		
✓*	Chad Rambo (Alt)	Federal Transit Admin.			
			Michele DeAngelis		
		VA Dept. of Aviation			
			Rusty Harrington		

*Virtual attendance

Call to Order

The meeting of the Technical Advisory Committee (TAC) of the June 4, 2025, Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 2:00 p.m. by Chair Rodney Rhodes.

Approval of Minutes

Chair Rodney Rhodes presented the minutes from the April 2, 2025, TAC Meeting.

Ms. Julia Hensley moved to approve the minutes; seconded by Ms. Alisande Tombarge. The TAC approved the motion by unanimous vote.

Public Comment

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

SAWMPO Internal Process Review (TAC Memo #25-03)

Ms. Paula Melester introduced a comprehensive internal review process that the SAWMPO transportation team will undertake from July through December 2025. Ms. Melester explained that May 2025 marked a full year for the current transportation team structure, which now emphasizes cross-training with all planners serving both MPOs rather than the previous model of one planner per MPO. The team recently held an internal planning retreat where discussions centered on uncertainty related to federal funding and shifting state priorities, prompting the need for a systematic review of processes and procedures.

Mr. Garreth Bartholomew detailed the specific governing documents targeted for update. The bylaws, last amended in 2022 with the previous update in 2012, need to be updated particularly regarding virtual meeting procedures and quorum establishment, which currently differs between HRMPO and SAWMPO. The Title VI Plan is undergoing review from VDOT's Civil Rights contract compliance, and was last reviewed by VDOT in 2021. The Public Participation Plan will be updated to incorporate best practices for public engagement learned through recent LRTP and comprehensive planning processes, and also align with the Title VI Plan update.

Staff will schedule individual meetings with Staunton, Augusta, Waynesboro, and state agencies to better understand transportation priorities and identify how to maximize meeting efficiency given the significant time commitment required of members. When asked about meeting participants, Ms. Melester indicated that each locality would determine appropriate staff members to include beyond TAC representatives. The review process is expected to conclude by end of summer with document updates finalized by year-end.

SAWMPO 2050 Long Range Transportation Plan Project Scoring Summary

Mr. Zach Beard presented the project scoring summary for the 2050 LRTP, noting this was an addition to the agenda since the information had been presented to the Policy Board in May but not yet shared with the TAC. Phase 2 public engagement concluded in April after collecting input on 23 projects through surveys, pop-up events, and the Social Pinpoint platform, garnering 201 responses. Project evaluation was based on five scoring factors aligned with LRTP goals approved by the Board in January. Safety received the highest weight at 35%, reflecting its status as the region's top priority. Other factors included economic development, accessibility, environment, and land use, with methodologies based heavily on SMART SCALE approaches but weighted to reflect regional priorities. Project costs also played a significant role in the evaluation process.

For Augusta County's 10 projects, the Howardsville Turnpike improvements achieved the highest safety score among all projects evaluated. However, the county's projects generally ranked lower overall due to higher average costs, with the minimum project cost nearly \$2 million compared to

around \$180,000 in Staunton and \$230,000 in Waynesboro. The top-rated county project overall was the Howardsville Turnpike and Hodge Street sidewalk crossing improvements.

Staunton's seven projects were led by the Greenville Avenue improvements from Orchard Hill to Barterbrook, which scored well for accessibility. The Churchville Avenue/Thornrose Avenue right turn lane and North Coalter Street/Statler Boulevard/Edgewood Drive safety improvements also ranked highly, with strong support for pedestrian improvements given proximity to schools, the YMCA, and BRITE stops.

Waynesboro's six projects included the top-scoring project in the entire MPO: the South Delphine Avenue improvements, which combined high safety scores with the lowest cost. The Boulevard sidewalk project from West Main Street to Lucy Lane had the second-highest land use score but was also Waynesboro's most expensive project at \$2.2 million.

Mr. Beard noted that eight of the top ten projects across all jurisdictions cost less than \$1 million, demonstrating cost-effectiveness as a major factor in the scoring. The draft LRTP document will be compiled over the next two months, presented to the TAC in August, released for public comment in September, and brought forward for final approval at the December meetings.

Discussion ensued about project rankings, with Mr. Komara noting that some projects like the WWRC facility intersection improvements ranked last, which had already drawn concern from Policy Board member Mr. Tim Fitzgerald. The group discussed potential alternative solutions for lower-scoring projects, such as improved lighting at the Laurel Hill Road/Route 612 intersection rather than the proposed roundabout, which could address nighttime visibility issues at lower cost.

Presentation: BRITE Microtransit Feasibility Study

Ms. Devon Thompson presented the findings of BRITE's microtransit feasibility study conducted with technical assistance from Kimley Horn. Ms. Thompson explained that microtransit operates as flexible, on-demand public transportation using smaller vehicles like vans and shuttles with dynamic routing similar to ride-hailing services but maintaining the shared-ride aspect of public transit. The study identified four priority zones through analysis of transit potential, transit need, bus service performance, and travel patterns. North Staunton, the largest zone at 16.8 square miles serving approximately 13,000 residents, would connect to Blue Ridge Community College shuttles, the downtown trolley, and the 250 Connector. The zone includes the Augusta County Government Center, the airport, Mill Place Commerce Park, and various shopping destinations, with the Staunton hub identified as an external node for enhanced connectivity.

South Waynesboro's 8.2-square-mile zone would serve about 8,000 residents and connect to the Stuarts Draft Link, 250 Connector, Waynesboro Circulator, and Afton Express. Key destinations include Waynesboro Town Center, the park-and-ride lot, major grocery stores, the YMCA, library, and future developments like Northrop Grumman and Nature's Crossing Technology Park. Fishersville, the smallest zone at 6.3 square miles with 4,900 residents, and Stuarts Draft at 8.9 square miles with 5,000 residents, would both offer connections to existing transit services. Stuarts Draft presents an opportunity for route replacement of the current Stuarts Draft Link, which could

offset operational costs while increasing ridership from the current 30-50 daily passengers to an estimated 85-120.

Service recommendations center on weekday operations from 6:30 a.m. to 7:30 p.m. using 2-4 vehicles per zone depending on size. The estimated cost of \$80 per vehicle revenue hour would be offset by federal and state operating assistance, making the actual cost to local partners more manageable. Ms. Thompson emphasized that while the annual costs appear high at first glance, they become more reasonable when factoring in funding formulas and comparing to current fixed-route productivity. The recommended turnkey service model would have a single contractor provide vehicles, drivers, and technology, similar to current BRITE operations. This approach offers simplified administration and faster implementation. Fleet recommendations favor sprinter vans for their balance of capacity and maneuverability on narrow streets. All vehicles would be accessible, maintaining BRITE's adherence to ADA compliance, Ms. Thompson noted.

Discussion addressed the benefits of microtransit for addressing the overwhelming demand on paratransit services and the potential for dynamic routing to reduce cancelled trips and improve efficiency. Ms. Melester noted that several peer agencies in similar rural areas have seen success, particularly Bay Transit in the Northern Neck, which replaced two fixed routes with microtransit after positive results. The recommendation is to pilot one zone for 18-24 months before expanding to others.

Agency Updates

VDOT

Mr. Don Komara provided an update on the following:

- The Barterbrook Road bridge project continues ahead of schedule with deck pouring underway and completion expected by early summer.
- The I-81 widening project from mile markers 221 to 225 is progressing well with median work and three-lane construction in each direction.
- The I-81 Weyers Cave truck climbing lane project has begun with shoulder strengthening and milling completed.
- The Southern Connector in Waynesboro is nearing completion pending final railroad work, with a ribbon cutting anticipated by month's end.
- The I-81 Corridor Improvement Plan is out for public review with meetings scheduled across the district.
- The I-81 Harrisonburg land-widening project, though outside the MPO area, will go to bid this fall as a \$250 million project, bringing nearly half a billion dollars of construction to the region when combined with other projects.
- Mr. Komara also discussed new emergency route signage being installed to better direct traffic during interstate incidents, preventing congestion in downtown areas by guiding drivers to appropriate alternate routes via Route 262.

Mr. Brad Reed provided the following updates:

- The US 340 Rosser Avenue Pipeline Study is examining the district's top-ranked Potential for Safety Improvement corridor, and a study group meeting is scheduled for July.
- Revenue sharing and Technical Assistance Program pre-applications ran from April 1 to May 30, with full applications due August 15 to September 15.

DRPT

Mr. Bartholomew provided a written update on behalf of Ms. Grace Stankus who was unable to attend:

- DRPT is hosting National Transit Institute trainings including public engagement in transportation decision-making July 8-10 at Reynolds Community College and state/metropolitan transportation planning September 15-16 at Plan RVA headquarters in Richmond.

BRITE and Afton Express

Ms. Thompson provided the following updates:

- Virginia Transit Association's annual conference was held last week and CSPDC transit staff attended.
- The 250 Connector and Circulator route changes approved at the last BRITE Transit Advisory Committee (BTAC) meeting will now serve Valley Community Services Board on an hourly basis.

Augusta County

Mr. Doug Wolfe provided the following updates:

- The county submitted two revenue sharing pre-applications. Additional revenue sharing funding is needed for the Dick Huff Lane project after discovering the signal pole requires replacement. The county also applied for the Weyers Cave Road and Triangle Drive intersection.
- A TAP pre-application was submitted to extend the Verona pedestrian project along Quicks Mill Road, covering the location of a September fatality. The Route 901 Mill Place Parkway project will be rebid in July after previous bids exceeded estimates.

City of Staunton

Chair Rhodes provided the following updates:

- The city completed two paving projects on West Beverley Street and Churchville Avenue, though line painting and bicycle infrastructure signage remain to be installed.
- The city submitted three revenue sharing applications for the Edgewood sidewalk cost overruns, North Augusta sidewalk from the post office to Terry Court, and tunnel repairs beneath city streets near the Wharf.
- The comprehensive plan update continues with a public meeting scheduled for June 25.

City of Waynesboro



- Ms. Tombarge provided the following updates:
- The 14th Street sidewalk project (Greenway Phase 3) is wrapping up with punch list items being addressed.
- The city submitted TAP pre-applications for sidewalk and parking improvements along Race Avenue to support pedestrian infrastructure and potentially the future museum site and for bus stop improvements that were not funded through SMART SCALE.
- The comprehensive plan kickoff open house is scheduled for June 18 at the high school from 4:30 to 7:30 p.m.

Upcoming Meetings

Chair Rhodes announced that the next SAWMPO TAC meeting will be held on August 6, 2025, at 2:00 p.m., with the July 2 meeting canceled due to the holiday.

Meeting Adjourned

Chair Rhodes adjourned the meeting at 3:20 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Zach Beard'. The signature is fluid and cursive, with the first name 'Zach' being more prominent than the last name 'Beard'.

Zach Beard, Program Manager

TO: Staunton-Augusta-Waynesboro MPO TAC
FROM: Zach Beard, Program Manager
MEETING DATE: August 6, 2025
RE: **TAC Memo #25-05: FY 24-27 Transportation Improvement Program (TIP)
Rockfish Gap Project Administrative Modification**

BACKGROUND

The SAWMPO FY24-27 Transportation Improvement Program (TIP) is the region's fiscally-constrained four-year programming document for all transportation and transit projects receiving federal transportation funds, requiring federal action, or deemed "regionally significant." Amendments are more substantial changes requiring public notice and Board approval. Administrative modifications are smaller document changes made by SAWMPO staff not requiring Board approval or public notice.

ROCKFISH VALLEY GATEWAY TRAIL PROJECT

In 2024, the City received \$950,000 in initial funding from an Eastern Federal Land Act Program (EFLAP) grant for preliminary engineering activities resulting in 60% plans for the Rockfish Valley Gateway Trail Project. The project will establish a pedestrian trail connecting Waynesboro to Shenandoah National Park and the Appalachian Trail utilizing trail connections in Sunset Park, a portion of the Blue Ridge Tunnel Trail, and new sections of trail and sidewalk. 60% plans are required to authorize Right of Way acquisition.

SAWMPO staff administratively modified the FY24 – 27 TIP on July 30, 2025, to reflect the \$950,000 in federal funding for the project under the Construction: Transportation Alternatives/Byway/Non-Traditional Project Grouping (see **Table 1**). The changes are in Appendix A: TIP Amendments and Administrative Modifications – Highway under the "July 30, 2025 Administrative Modification" heading on page 24 of the document.

Table 1: Rockfish Gap Trail TIP Amendment Block

GROUPING		Construction: Transportation Alternatives/Byway/Non-Traditional				
UPC NO	125669	SCOPE	Facilities for Pedestrians and Bicycles			
SYSTEM	Miscellaneous	JURISDICTION	Waynesboro			
PROJECT	ROCKFISH VALLEY GATEWAY TRAIL FLAP				ADMIN BY	Locally
DESCRIPTION	FROM: Sunset Park TO: Claudius Crozet Bridge Tunnel (1.0 mi)					
ROUTE/STREET	9999				TOTAL COST	\$950,000
	FUND SOURCE	MATCH	Previous Funding	FY26	FY27	TOTAL
PE	Specialized State and Federal: Federal	\$0	\$950	\$0	\$0	950

ATTACHMENT

[FY 24-27 TIP July 30, 2025, Administrative Modification](#)

TO: Staunton-Augusta-Waynesboro MPO TAC
FROM: Garreth Bartholomew, Transportation Planner
MEETING DATE: August 6, 2025
RE: **TAC Action Form #25-03: Resolution of Support for FY27 Transportation Alternative Program Applications**

RECOMMENDATION

Recommend that the SAWMPO Policy Board endorse the Resolutions of Support for Transportation Alternatives Set-Aside Program (TAP) projects within the MPO.

EXECUTIVE SUMMARY

TAP applications for projects within the HRMPO area require a resolution of support from the Policy Board. The TAP application window will open August 15, 2025, and approved applicants have until September 15, 2025, to submit the resolutions with their final applications.

AUGUSTA COUNTY

Verona Pedestrian Project – Quicks Mill Road Extension: This project extends previously funded pedestrian improvements in Verona by adding pedestrian accommodations along the northern side of Quicks Mill Road (Route 612) from US Route 11 west approximately 1,000 feet to Charlottes Court (Route 1943). Building upon the existing core sidewalk network established through a previous TAP project, this extension addresses critical safety needs in an area that has experienced multiple pedestrian fatalities, including a recent incident along the proposed route. The project will provide safe, off-street facilities for neighborhood residents to access nearby services while benefiting both motorized and non-motorized travelers by creating dedicated spaces for each mode of travel.

CITY OF WAYNESBORO

Race Avenue Sidewalk and Streetscape: This project will construct sidewalks on both sides of Race Avenue to create a vital pedestrian connection between downtown infrastructure and adjacent recreational amenities including parks, greenways, and natural areas. The improvements will include additional parking spaces, landscaping enhancements, and street trees along Race Avenue, creating a more walkable and aesthetically pleasing corridor that enhances connectivity between the urban core and green spaces.

Waynesboro Transit Access Project: This project will implement comprehensive pedestrian safety and ADA improvements at six bus stop locations throughout the City, upgrading stops that are currently marked only by signs. Improvements include new sidewalk tie-ins, pedestrian crossings, bus pads, ADA-compliant ramps, and weather-protective bus shelters at BRITE Bus Transit Service Waynesboro Circulator Route stops #1, #6, #7, #8, #23, and #26. The project will also add unsignalized pedestrian crossings at stops #7 and #8, ensuring that transit users of all abilities can safely access public transportation while being protected from extreme weather conditions.

ATTACHMENTS:

[Resolution of Support for Verona Pedestrian Project – Quicks Mill Road Extension](#)
[Resolution of Support for Race Avenue Sidewalk and Streetscape](#)
[Resolution of Support for Waynesboro Transit Access Project](#)



TO: Staunton-Augusta-Waynesboro MPO TAC
FROM: Zach Beard, Program Manager
MEETING DATE: August 6, 2025
RE: **TAC Memo #25-06: 2050 Long Range Transportation Plan Draft Review for Chapters 2 through 5**

OVERVIEW

SAWMPO staff has completed drafts of chapters 2 through 5 for the 2050 Long Range Transportation Plan (LRTP) for public engagement, regional context, existing transportation conditions, and transportation needs. The LRTP is organized into an executive summary, eight chapters, and appendices, and staff will present the remaining chapters and overall draft document at the September TAC meeting. Staff will request that the Policy Board release the document for a 45-day public comment period at the October 15, 2025, Board meeting, and approve the document at the December 17, 2025, Board meeting.

DRAFT CHAPTERS 2 - 5

Chapter 2: Public Engagement

This chapter documents the public engagement process conducted for the 2050 LRTP update, developed in partnership with Avid Core. Phase I gathered transportation vision and priorities through an online survey of 284 respondents, three pop-up events, and stakeholder consultations with 20 organizations. Phase II focused on receiving input on 23 proposed projects and 15 studies through an interactive Social Pinpoint website and three in-person events, generating 201 contributions with 89% average project support. Key findings show results aligning with 2045 LRTP public input priorities. Phase III includes releasing the draft document for public review.

Chapter 3: Regional Context

This chapter profiles the SAWMPO planning area's population, demographics, and employment using 2018-2022 census data, and also includes 2050 population and employment projections. The region will grow from 87,189 residents in 2022 to 100,695 by 2050, which is a 15.5% increase. Augusta County will drive most population growth, while employment distribution remains stable across jurisdictions. The chapter identifies higher-than-average rates of elderly residents, disabled populations, and concentrated poverty areas in comparison to state averages.

Chapter 4: Existing Transportation Network and Conditions

This chapter identifies the region's multimodal transportation infrastructure including roadways, transit, bicycle and pedestrian facilities, rail and air services, and also new sections on freight and truck parking, park and ride lots, and electric vehicle charging.

Chapter 6: Multi-Modal Transportation Needs

This chapter identifies primary transportation needs through 2050 based on capacity analysis, safety data, and connectivity gaps. The analysis confirms that the transportation network can accommodate projected growth with minimal capacity constraints outside the interstate system.

Only six roadways are projected to experience significant traffic increases. Safety concerns focus on VDOT potential for safety improvement locations. Transit needs emphasize serving growing disadvantaged populations, while bicycle and pedestrian needs center on addressing connectivity gaps between communities.

NEXT STEPS

TAC members are requested to review draft chapter 2 – 5 by August 22, 2025. Staff will incorporate feedback and present the remaining chapters and draft document at the next TAC meeting for additional review. The draft document will be presented to the SAWMPO Policy Board on October 15, 2025, followed by release for the 45-day public comment period.



RESOLUTION IN SUPPORT OF AUGUSTA COUNTY'S VERONA PEDESTRIAN PROJECT

WHEREAS, the Staunton Augusta Waynesboro Metropolitan Planning Organization (SAWMPO) is the designated regional transportation planning organization, and has the responsibility for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the Metropolitan Planning Area; and

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that a resolution be received from the Metropolitan Planning Organization endorsing the Virginia Department of Transportation (VDOT) establishing a project in Augusta County; and

WHEREAS, Augusta County intends to submit a Transportation Alternatives Set-Aside Program (TAP) application to establish a project for extending previously funded pedestrian improvements in Verona by adding pedestrian accommodations along the northern side of Quicks Mill Road (Route 612) from US Route 11 west approximately 1,000 feet to Charlottes Court

NOW, THEREFORE BE IT RESOLVED that the SAWMPO Policy Board does hereby endorse Augusta County's Verona Pedestrian Project application to compete for state and federal funding under the FY 2027 Transportation Alternative Set-Aside Program.

SIGNED:

ATTEST:

Brad Arrowood, Chair
Staunton-Augusta-Waynesboro
Metropolitan Planning Organization
Policy Board

Ann Cundy, Secretary/Treasurer
Staunton-Augusta-Waynesboro
Metropolitan Planning Organization
Policy Board

RESOLUTION IN SUPPORT OF THE CITY OF WAYNESBORO'S RACE AVENUE SIDEWALK AND STREETScape PROJECT

WHEREAS, the Staunton Augusta Waynesboro Metropolitan Planning Organization (SAWMPO) is the designated regional transportation planning organization, and has the responsibility for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the Metropolitan Planning Area; and

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that a resolution be received from the Metropolitan Planning Organization endorsing the Virginia Department of Transportation (VDOT) establishing a project in the City of Waynesboro; and

WHEREAS, the City of Waynesboro intends to submit a Transportation Alternatives Set-Aside Program (TAP) application to establish a project for the construction of sidewalks on both sides of Race Avenue to create a pedestrian connection between downtown infrastructure and adjacent recreational amenities including parks, greenways, and natural areas

NOW, THEREFORE BE IT RESOLVED that the SAWMPO Policy Board does hereby endorse the City of Waynesboro's Race Avenue Sidewalk and Streetscape Project application to compete for state and federal funding under the FY 2027 Transportation Alternative Set-Aside Program.

SIGNED:

ATTEST:

Brad Arrowood, Chair
Staunton-Augusta-Waynesboro
Metropolitan Planning Organization
Policy Board

Ann Cundy, Secretary/Treasurer
Staunton-Augusta-Waynesboro
Metropolitan Planning Organization
Policy Board

RESOLUTION IN SUPPORT OF THE CITY OF WAYNESBORO'S TRANSIT ACCESS PROJECT

WHEREAS, the Staunton Augusta Waynesboro Metropolitan Planning Organization (SAWMPO) is the designated regional transportation planning organization, and has the responsibility for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the Metropolitan Planning Area; and

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that a resolution be received from the Metropolitan Planning Organization endorsing the Virginia Department of Transportation (VDOT) establishing a project in the City of Waynesboro; and

WHEREAS, the City of Waynesboro intends to submit a Transportation Alternatives Set-Aside Program (TAP) application to establish a project for pedestrian safety and ADA improvements at six bus stop locations throughout the City along with the upgrade of stops that are currently marked only by signs

NOW, THEREFORE BE IT RESOLVED that the SAWMPO Policy Board does hereby endorse the City of Waynesboro's Transit Access Project application to compete for state and federal funding under the FY 2027 Transportation Alternative Set-Aside Program.

SIGNED:

ATTEST:

Brad Arrowood, Chair
Staunton-Augusta-Waynesboro
Metropolitan Planning Organization
Policy Board

Ann Cundy, Secretary/Treasurer
Staunton-Augusta-Waynesboro
Metropolitan Planning Organization
Policy Board