



Stanton-Augusta-Waynesboro Metropolitan Planning Organization Policy Board Meeting Agenda October 15, 2025, at 10:00 a.m.

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

1. Call to Order
2. Approval of Minutes of the August 20, 2025, Policy Board Meeting*
3. Public Comment
4. Summary of Draft 2050 Long Range Transportation (LRTP) and Release for Public Comment (Board Action Form #25-07)*
5. SAWMPO Internal Process Review Update (Board Memo #25-08)
6. Letter of Support for the City of Waynesboro Bridge Investment Program Grant Application (Board Memo #25-09)
7. Agency Updates
 - VDOT
 - DRPT
 - BRITE & Afton Express
 - Localities
8. Other Business
9. Upcoming Meetings
 - November 5, 2025 – Technical Advisory Committee Meeting at 2:00 p.m.
 - November 19, 2025 – Policy Board Meeting at 10:00 a.m.
10. Adjournment

*Action Required



Staunton-Augusta-Waynesboro Metropolitan Planning Organization Policy Board Meeting Minutes

August 20, 2025, 10:00 a.m.

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

Attendance

Voting Members		Non-Voting Members		Other Attendees	
City of Staunton		VDOT		Staff (CSPDC)	
✓	Amanda Kaufman	✓	Shane McCabe	✓	Ann Cundy
✓	Brad Arrowood (Chair)	✓	Cody Huffman	✓	Zach Beard
	Rodney Rhodes (Alt)	DRPT		✓	Devon Thompson
Augusta County			Grace Stankus	✓*	Paula Melester
✓	Tim Fitzgerald	Virginia Regional Transit		✓	Garreth Bartholomew
✓	Carolyn Bragg		Steve Wilson		
	Pam Carter (Alt)		Phil Thompson (Alt)		
City of Waynesboro		Department of Aviation			
✓	Jim Wood (Vice Chair)		Rusty Harrington	Others	
✓	Todd Wood	FHWA and FTA		✓	Joe Moore, Alliance For the Shenandoah Valley
	Michael Hamp (Alt)		Kevin Jones	✓*	Fionnula Quinn, Discover Traffic Gardens
VDOT					
	Todd Stevens				
	Brad Reed (Alt)				
✓	Don Komara (Alt)				

*Virtual attendance

Call to Order

The August 20, 2025, Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) Policy Board meeting was called to order at 10:02 a.m. by Chair Brad Arrowood.

Approval of Minutes

Chair Arrowood presented the minutes from the July, 16, 2025, Policy Board meeting.

A motion to approve the minutes was made by Mr. Jim Wood; seconded by Ms. Amanda Kaufman. The Board approved the motion by unanimous vote.

Public Comment

Chair Arrowood opened the meeting for public comment. Mr. Joe Moore introduced himself as a new employee with the Alliance For the Shenandoah Valley, noting he was attending to learn about the MPO.

Resolutions of Support of FY27 Transportation Alternative Program Applications (Board Action Form #25-06)

Mr. Zach Beard presented resolutions of support for VDOT Transportation Alternatives Program (TAP) applications. Mr. Beard noted that the City of Waynesboro withdrew one application since the Policy Board memo was distributed, and only two TAP projects are under consideration for letters of support. Mr. Beard explained that TAP operates on a biannual cycle with an 80/20 match requirement for localities, primarily funding bicycle and pedestrian projects. VDOT requires MPO letters of support for TAP projects within an MPO boundary. The application cycle opened August 15, 2025, and closes September 5, 2025.

Augusta County Verona Pedestrian Project Quicks Mill Road Extension

Mr. Beard summarized the Verona Pedestrian Project, which would extend pedestrian facilities from the Route 11 intersection along Quicks Mill Road approximately 1,000 feet to Charlottes Court. Mr. Tim Fitzgerald provided context about the project location, noting significant pedestrian traffic in the area. The project builds upon a recently completed TAP project that extended pedestrian facilities from Route 11 eastbound along Laurel Hill Road park to the Verona park and ride facility.

A motion to approve a letter of MPO support for the Augusta County TAP project was made by Mr. Jim Wood; seconded by Ms. Amanda Kaufman. The Board approved the motion by unanimous vote.

Waynesboro Transit Access Project

Mr. Beard summarized the Waynesboro Transit Access Project, which would implement pedestrian safety and ADA improvements at six bus stop locations throughout the city. The project upgrades stops currently marked only by signs with sidewalk tie-ins, pedestrian crossings, bus pads, ADA-compliant ramps, and bus shelters for BRITE transit routes. Improvements will be made at stops along the Waynesboro Circulator route, including locations at Mountain View Apartments, DMV, Food Lion, and Kroger. Mr. Beard explained that this project responds to the city's Smart Scale application not being funded, with the city addressing transit access issues through alternative grant funding programs.

A motion to approve a letter of MPO support for the Waynesboro TAP project was made by Mr. Fitzgerald; seconded by Ms. Carolyn Bragg. The Board approved the motion by unanimous vote.

2050 Long Range Transportation Plan Update (Board Memo #25-07)

Mr. Beard provided an update on the 2050 Long Range Transportation Plan (LRTP). Mr. Beard noted that staff drafted Chapters 2 through 5 for public engagement, regional context, existing transportation conditions, and regional transportation needs, and that the remaining chapters will cover LRTP goals and project lists. The first four chapters were presented to the Technical Advisory Committee (TAC) at the August meeting and are currently under TAC review. The draft document will be presented at the September TAC meeting, and staff will request a 45-day public comment period release at the October Policy Board meeting. The Board will have the opportunity to provide comments on the document between early September and late November for input. The document is scheduled for approval at the December meeting.

Mr. Beard highlighted several changes and updates to the document, including efforts to reduce technical jargon and an expanded needs chapter. Importantly, Mr. Beard explained that the Board and TAC determined at the beginning of the update process to use 2045 travel demand model outputs for the 2050 plan due to marginal differences in projected growth between 2045 and 2050, future land use projections remaining largely unchanged since the last planning period, and the 2045 model showing no roads outside interstates would experience significant congestion or be over capacity by 2045.

Mr. Beard also addressed the MPO boundary expansion to Greenville that the Board approved in April. VDOT approved the expansion, but final approval from the Governor's office is still pending. Because the expansion has not received final acknowledgment, the LRTP update uses the old boundary that does not include Greenville.

Chapter Summaries

Chapter 2 summarizes both phases of public engagement. Phase one focused on a survey asking residents to identify transportation issues in the region. Phase two gathered input on the 23 projects and 15 studies that were eligible for inclusion in the document. The chapter is complemented by a public engagement companion document.

Chapter 3 provides regional context, profiling population demographics and future growth projections for population and employment between now and 2050. Mr. Beard presented a table showing population projections, highlighting that the difference between the last 25-year projection period and the current projection is marginal. Most population growth will be driven by Augusta County, with stable but incremental growth in both cities. For Augusta County projections, staff used assumptions outlined in the draft county comprehensive plan, which assumes 80% of new growth will occur within designated growth areas, most of which coincide with the MPO boundary. Staff applied an assumption that 75% of all county growth will occur within the MPO boundary to arrive at the county's population projection.

Chapter 4 documents the existing transportation network and includes new sections on truck parking, expanded passenger rail and transit sections, and electric vehicle charging facilities. Chapter 5 covers transportation needs and is the largest chapter. New additions include incorporating data from the 2023 SAWMPO Regional Highway Safety Plan conducted in coordination with VDOT. This plan examines behavioral characteristics involved in crash data, including impaired driving, speeding, young drivers, and old drivers, providing an overview of crash types beyond just locations.

Discussion

Mr. Fitzgerald asked when the Greenville area would be added to the MPO document given it has not received approval from the Governor's Office. Ms. Ann Cundy suggested that after the Governor's Office approves the boundary expansion, staff could amend the LRTP document after approval and include the Greenville information in an Appendix.

Mr. Don Komara raised concerns about Smart Scale overlooking two-lane secondary and primary roads improvements despite their importance. Mr. Komara suggested that paved shoulders on many highways like Route 11, Route 254, Route 612, and Route 608 would provide safety benefits. Mr. Fitzgerald expressed frustration that these safety projects are overlooked in current funding processes despite their importance.

Mr. Komara suggested documenting these needs in the LRTP could help with future funding opportunities and potentially improve Smart Scale scoring.

Presentation: Traffic Garden Design and Implementation – Fionnula Quinn, Discover Traffic Gardens

Mr. Garreth Bartholomew introduced Ms. Fionnuala Quinn from Discover Traffic Gardens, noting her transition from civil engineering to helping children safely explore transportation networks through traffic gardens. Ms. Quinn explained her consulting business covers all aspects of traffic garden planning, design, and installation. A traffic garden is a scaled-down network of streets and traffic elements creating a simplified motor-vehicle free version of the built environment designed for practicing skills, fun, and programming.

Traffic Garden Background

Ms. Quinn outlined traffic garden history, noting a 60% decline in U.S. child biking over 15 years. Traffic gardens now provide skills children once gained through neighborhood biking. In her work, Ms. Quinn has mapped over 350 traffic gardens in North America and thousands worldwide, finding they cluster in hotspots once implemented. They serve multiple purposes: pedestrian education, railroad safety, bike fitting, helmet education, and active play.

Types of Traffic Gardens

Ms. Quinn identified two types of traffic gardens: sites with built out small-scale streets and sites with painted streets on hard surfaces. The current preferred approach uses high-grade, vibrant, long-lasting paint on repurposed surfaces like underutilized parking lots, basketball courts, or tennis courts. Examples of traffic gardens in Virginia include:

- Roanoke: Former parking lot beside elementary school, funded through DMV grant
- Alexandria: School playground and recreation center with shared-use gates
- Maryland park: Former basketball court with long-lasting resurfacing products
- Waynesboro Rotary Traffic Playground: Large installation; partners provided bikes, helmets, benches, and amenities

Funding sources extend beyond transportation grants to include AARP community engagement grants, state and national grants like Governor Highway Safety Fund grants, and State Farm funding. Projects are typically completed within one year.

Waynesboro Traffic Garden

Ms. Quinn explained that planning began in late 2023; by June 2024, the city secured funding after the Rotary Club joined the project. Waynesboro Parks and Recreation Department donated the parking lot. Ms. Quinn conducted a field visit with the Safe Routes coordinator, and the team reviewed conceptual layouts and intended uses. By September 2024, the design was finalized, and the contractor was hired.

Discussion

Ms. Bragg asked about programming at the Waynesboro traffic garden, and Mr. Jim Wood explained that the Parks and Recreation Department conducts safety programs and bike ride programs. Board members discussed potential locations in their communities and resurfacing options. Mr. Wood confirmed Waynesboro installed new asphalt and used highway-type reflective paint for markings, with the

Shenandoah Valley Arts Center contributing exterior artwork. Mr. Jim Wood also noted that he could provide cost information for the Waynesboro project, noting the Rotary Club handled the majority of funding.

Agency Updates

VDOT

Mr. Shane McCabe provided the following updates:

- I-81 Capital Improvement Program (CIP) survey closed at the end of July.
- VDOT will not conduct Highway Safety Improvement Program (HSIP) applications this year. VDOT is suspending the program for one year to increase grant funds. HSIP applications are expected to resume next year.

Mr. Don Komara provided the following updates:

- The Southern Connector ribbon cutting in Waynesboro is scheduled for Friday, August 23 at 10:30 a.m.
- The Barterbrook Road project is “complete on top,” with work wrapping up underneath to connect the I-64 west to I-81 south lane.
- The Route 222 to Route 225 project through Staunton is progressing quickly and is approximately 42% complete after one year of a three-year contract. Speed cameras will be installed likely in October.
- The next I-81 segment construction project in the region will be in Harrisonburg near the Mount Crawford exit and will be advertised for bidding this fall.
- The Mill Street project in Verona was rebid and VDOT awarded B&S the contract for slightly over \$2 million.
- VDOT holds an annual truck rodeo statewide. The Staunton residency had a first place, a second place, and a third place finish in multiple categories.

DRPT

Mr. Beard provided the following DRPT updates on behalf of Grace Stankus:

- For Smart Scale Round 7, any applicant with a project primarily focused on rail or transit must meet with DRPT by October 31, 2025. Projects that are roadway-based with minor transit elements are exempt from this meeting requirement. Applicants can email Paige Lazar to schedule meetings with DRPT before the October 31 deadline.

BRITE Transit and Afton Express

Mr. Beard provided the following updates on behalf of Ms. Devon Thompson:

- BRITE Transit staff is preparing for Discover Transit Month in September, which marks the fourth anniversary of Afton Express. Staff will conduct several pop-up events at bus stops throughout the region.
- Staff continues work with the consultant WRA to analyze Afton Express ridership data and passenger input to consider possible service changes that would better align with work schedules and passenger needs. Staff is drafting viable schedule scenarios that will be released for public input, and future route modifications may occur.

Locality Updates

City of Waynesboro

Mr. Jim Wood provided the following updates:

- The city continues working on its comprehensive plan update.
- The Southern Connector ribbon cutting is scheduled for Friday at 10:30 a.m. at the same location where ground was broken, and everyone is invited.

Augusta County

Mr. Fitzgerald provided the following updates:

- The county is finishing its comprehensive plan update. All public meetings are complete, and the county hopes to finalize the plan in October.

City of Staunton

Ms. Kaufman and Chair Arrowood provided the following updates:

- The city is working through its comprehensive plan update.
- The city experienced a water line break over the weekend and complimented the City's Public Works staff.

Other Business

Mr. Beard reminded the Board that the joint SAWMPO-Charlottesville MPO biannual meeting will be held September 30, 2025, from 10:00 a.m. to 12:30 p.m. at a location in Albemarle County. The Charlottesville MPO is finalizing the location. Prior to COVID-19, the joint meetings were held annually, and since COVID they have been held biennially. Presentations scheduled include the Three Notch Trail, Regional Transit Developments, and the Statewide Rail Plan. Mr. Beard indicated SAWMPO will cancel the regularly scheduled September Policy Board meeting given the joint meeting on September 30.

Ms. Bragg asked about community awareness campaigns for the speed cameras. Mr. Komara confirmed that VDOT will publicize the cameras through VDOT's regular communications channels to inform the public.

Upcoming Meetings

Chair Arrowood noted that the next TAC meeting is scheduled for September 3, 2025, and the next scheduled Policy Board meeting is October 15, 2025.

Meeting Adjournment

There being no further business, Chair Arrowood adjourned the meeting at 11:17 a.m.

Respectfully submitted,



Paula Melester
Director of Transportation

TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Zach Beard, Program Manager
MEETING DATE: October 15, 2025
RE: **Board Action Form #25-07: Summary of Draft 2050 Long Range Transportation (LRTP) and Release for Public Comment**

RECOMMENDATION

Recommend that the SAWMPO Policy Board release the draft 2050 LRTP for a 45-day public comment period.

BACKGROUND

The 2050 LRTP update began in March 2024 and staff has completed each of the nine tasks outlined in the [Scope of Work](#). The Policy Board must approve 2050 LRTP in December 2025 for the region to remain compliant with federal regulations and continue receiving federal transportation construction funding.

The 2050 LRTP includes seven main chapters (see **Table 1**). The primary outcome of the 2050 LRTP is the Constrained Long Range Plan (CLRP) in Chapter 7, which identifies the prioritized transportation projects recommended to receive state and federal funding over the next 25 years. Staff will summarize the content of each chapter at the October Board meeting.

Table 1. Draft 2050 LRTP Chapters

L RTP Chapter	Description
Cover Page, Contents, Glossary	Document information
Executive Summary	Summary of the key document takeaways
Chapter 1 – Introduction	Federal and state planning requirements and compliance
Chapter 2 – Public Engagement	Documents each public engagement phase
Chapter 3 – Regional Context	Regional socioeconomic characteristics and growth
Chapter 4 – Existing Network and Conditions	Summary of existing transportation network
Chapter 5 – Transportation Needs	Current and future regional transportation network needs
Chapter 6 – Goals and Project Evaluation	LRTP planning goals and project evaluation methodology
Chapter 7 – Transportation Projects	Revenue projections, constrained project list, vision list, and studies list
Appendices	Projected Funding by Year, Project Evaluation List, Phase I Public Engagement Summary, Phase II Public Engagement Summary

FINAL REVIEW PROCESS

The TAC reviewed the draft document during the August and September TAC meetings and had six weeks to provide document input, and staff shared the draft with the Policy Board on September 26. Staff will summarize the input received from the TAC with the Board at the October meeting.

Phase III of LRTP public engagement includes releasing the document for a 45-day public comment period. Concurrent with the public review release, staff will update the SAWMPO website and SAWMPO 2050 LRTP Social Pinpoint webpage to include information on the final document review process. The Social Pinpoint page will include links to the entire draft document and individual links to each chapter. A comment form will be available on the webpage. Staff will summarize public comments received in the final draft. The TAC and Policy Board may also make comments during the public input period.

NEXT STEPS

Following the 45-day public comment period, staff will incorporate any additional edits and public comment into the final draft. Staff will present the final 2050 LRTP to the Policy Board for approval at the December 17, 2025 meeting.

ATTACHMENTS

- [2050 LRTP Draft Document](#)
- [2050 LRTP Scope of Work](#)



TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Zach Beard, Program Manager
MEETING DATE: October 15, 2025
RE: **Board Memo #25-08: SAWMPO Internal Process Review Stakeholder Consultations Update**

EXECUTIVE SUMMARY

SAWMPO staff completed stakeholder consultation meetings with all MPO member localities and agencies as part of the comprehensive internal review process outlined in June 2025. The meetings gathered input on transportation priorities, regional needs, desired MPO assistance, and administrative improvements.

The feedback will inform updates to core governing documents and guide development of the FY27 Unified Planning Work Program (UPWP) to better align MPO services with local and regional transportation needs.

BACKGROUND AND PURPOSE

The SAWMPO began the internal review in response to evolving federal transportation policy, changing state priorities toward performance-based planning, increased competitiveness of statewide and federal grant programs, and shifting transportation needs across the region. Between July and August 2025, staff conducted individual meetings with each MPO locality and agency partners to discuss how MPO long- and short-range planning processes can best align with federal, state, regional, and local transportation priorities, and how the MPO can best facilitate transportation planning efforts that maximize the time and capacity of each MPO member.

Consultation Questions

Staff structured each stakeholder meeting on four question prompts to ensure consistent and comprehensive feedback:

- a) What are your locality's or agency's top transportation priorities in the SAWMPO region?
- b) What are the top regional transportation priorities from your locality or agency's perspective?
- c) What role can the MPO play in assisting your locality or agency with transportation planning and addressing said needs?
- d) How can we improve MPO administration, meeting logistics, and information sharing?

NEXT STEPS

Staff will incorporate the stakeholder feedback into the ongoing internal review process, including updates to the Bylaws, Title VI Plan, and Public Participation Plan. Staff will present draft document revisions and the proposed FY27 UPWP modifications to the TAC and Policy Board for review and approval at a future meeting, with full implementation of the recommended changes complete in Spring 2026.

TO: Staunton-Augusta-Waynesboro MPO Policy Board
FROM: Zach Beard, Program Manager
MEETING DATE: October 15, 2025
RE: **Board Memo #25-09: Letter of Support for the City of Waynesboro Bridge Investment Program Grant Application**

BACKGROUND

Waynesboro BIP Application

The City of Waynesboro is developing a grant application for \$13,000,000 in total funding to stabilize six bridges rated in poor condition in the city through the Bipartisan Infrastructure Law (BIL) Bridge Investment Program (BIP). The application submission deadline is November 1. As part of the application process, the city is requesting letters of support to demonstrate the impact of the proposed work. The bridge improvements include the following:

1. Hopeman Parkway over Norfolk Southern Railroad (Condition Rating – Poor, Load Restriction Posted)
2. Hopeman Parkway over the South River (Condition Rating – Poor)
3. 2nd Street over the South River (Condition Rating – Poor)
4. Wayne Avenue over the South River (Condition Rating – Poor, Load Restriction Posted)
5. Lyndhurst Road over the South River (Condition Rating – Fair but trending to Poor)
6. Rosser Avenue over Pratts Run (Condition Rating – Poor)

Grant Development Process

The BIL BIP program is a 5-year, \$40 billion competitive grant program funding bridge repair and replacement nationwide. The program goal is to improve the safety and efficiency of bridges with a focus on bridges in poor condition.

VDOT rates all bridges conditions to address maintenance issues and prioritize repairs and replacements. The VDOT ratings are based on the condition of the deck, substructure, and superstructure on a scale between 0 to 9, with 8 to 9 being “good,” 5 to 7 being “fair,” and 0 to 4 being “poor.” Poor condition does not indicate that the bridge is unsafe for driving, but instead prioritizes the bridge for improvements and includes annual instead of biannual inspection.

The city has been working with the VDOT Staunton District Bridge Section and a bridge consultant over the past year to develop the stabilization improvements, which would extend the life of the structures by 15 – 20 years and may remove or reduce the load restrictions on two of the structures. By stabilizing the bridges, the city will be able to proactively plan future bridge replacement.

NEXT STEPS

The letter will be included in the Waynesboro BIP application due on November 1.

ATTACHMENT

- [SAWMPO City of Waynesboro BIP Letter of Support](#)



The Honorable Sean Duffy
Secretary, US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: Letter of Support for City of Waynesboro Virginia Bridge Preservation Bundle for the DOT Bridge Investment Program Application

Dear Secretary Duffy,

The Stanton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) strongly supports the grant application submitted by the City of Waynesboro, Virginia for the US Department of Transportation 2026 Bridge Investment Program for Bridge Projects. Strategically located on the Interstate 81 and 64 corridors in the Shenandoah Valley of Virginia, Waynesboro has a strong connectivity to major markets via road and rail. The City of Waynesboro's comprehensive approach to transportation infrastructure preservation and resilience is incorporated into this project providing improvements targeted to maximize the life cycle of these existing deteriorating bridges. This will in turn allow time for the city to prepare feasible planning and programming for the replacement of these structures. The improvements will provide unrestricted continuous truck, passenger car, and pedestrian access throughout the core of the city.

The City of Waynesboro has consistently demonstrated a strong commitment to improving the business and economic foundation of the community. The Bridge Preservation Bundle project being considered for funding through this grant is a strategic and vital endeavor that will positively impact the ability to deliver goods and services by maintaining critical connectivity on routes with local regional significance and promoting continued strong economic growth of the City of Waynesboro and the surrounding region.

Here are a few key points that illustrate why the City of Waynesboro Bridge Preservation Project application deserves favorable consideration:

- The City of Waynesboro is bisected by the South River and three of its primary tributaries, Norfolk Southern Railroad and CSX Railroad. This division of the City increases the significance of the bridges in this application and their impact on vehicle and pedestrian connectivity, transportation of goods and services, impact emergency response times, public services, and multimodal routes.
- The six bridges in this Bridge Investment Program application provide vital crossings of the South River and its tributaries connecting the commercial and residential districts of the city. The project will provide unrestricted continuous access for vehicles and pedestrians via the six bridges. Five of the bridges are currently rated in poor condition, with the sixth bridge trending to poor condition, per their most recent NBIS inspection. Additionally, two of the bridges are posted with weight restrictions due to their level of deterioration directly impacting the transporting of goods and services.



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

112 MacTanly Place, Staunton, VA 24401
(540) 885-5174
sawmpo.org

- The proposed infrastructure improvements will include repairing and preserving the six bridges and extending their life expectancy by 20 - 25 years. Providing the City of Waynesboro with the time needed to plan and program the replacement of these critical structures.

The SAWMPO urges the Department of Transportation to give serious consideration to the City of Waynesboro's Bridge Preservation Bundle application for the 2026 Bridge Investment Program. The potential positive impact of this project on the community and region is immense, and the support from this grant will undoubtedly accelerate efforts to create a stronger, healthier, and more prosperous region for all.

Thank you for considering The City of Waynesboro's application. Your support would mean a great deal to the safety and viability of the region.

Sincerely,

Brad Arrowood
Board Chairman, SAWMPO