



Staunton-Augusta-Waynesboro Metropolitan Planning Organization Policy Board Meeting Agenda February 18, 2026, at 10:00 a.m.

Meeting conducted virtually via MS Teams

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Meeting ID: 245 144 016 757 79

Passcode: Jm7iH2G2

1. Call to Order
2. Approval of Minutes of the January 21, 2026, Policy Board Meeting*
3. Public Comment
4. SAWMPO 2050 Long Range Transportation Plan (LRTP) Metropolitan Planning Area (MPA) Boundary Expansion Appendix Release for Public Comment (Board Action Form #26-04)*
5. Presentation: 2026 Virginia Legislative Transportation Updates – David Blount, Deputy Director/Legislative Director, Thomas Jefferson Planning District Commission (TJPDC)
6. 2026 Meeting Content Poll and Discussion
7. Agency Updates
 - VDOT
 - DRPT
 - BRITE & Afton Express
 - Localities
8. Other Business
9. Upcoming Meetings
 - March 4, 2026 – Technical Advisory Committee Meeting at 2:00 p.m.
 - March 18, 2026 – Policy Board Meeting at 10:00 a.m.
10. Adjournment

*Action Required





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

January 21, 2026, 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)	
✓	Leslie Beauregard	✓	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		✓*	Garrett 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			
	Michael Hamp (Alt)		Kevin Jones		
VDOT		Ivan Rucker			
✓	Joel DeNunzio				
✓	Brad Reed (Alt)				
✓	Don Komara (Alt)				

*Virtual attendance

Call to Order

The January 21, 2026, Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) Policy Board meeting was called to order at 10:00 a.m. by Chair Brad Arrowood.

Approval of Minutes

Chair Arrowood presented the minutes from the December 17, 2025, Policy Board meeting.

A motion to approve the minutes was made by Ms. Carolyn Bragg; seconded by Mr. Todd Wood. The Board approved the motion by unanimous vote.

Chair Arrowood welcomed Mr. Joel DeNunzio as the new VDOT District Engineer and VDOT Policy Board voting member representative. Mr. DeNunzio introduced himself to the Board.



Public Comment

Chair Arrowood opened the meeting for public comment. There was no public comment.

Approval of the 2026 SAWMPO Virtual Meeting Policy (Board Action Form #26-01)

Mr. Zach Beard presented the 2026 SAWMPO virtual meeting policy for Board approval. Virginia FOIA requires boards like the Policy Board to review and readopt the virtual meeting policy annually. This policy allows members to attend remotely from individual locations and allows the SAWMPO to conduct all-virtual meetings.

2024 FOIA Changes

FOIA allows the Policy Board and TAC to have two all virtual meetings per year. Members with disabilities and caregivers participating remotely now count toward a quorum, and remote participants retain full voting rights and cannot be restricted from voting during all-virtual meetings.

Policy Implementation

The TAC and Policy Board will each have up to two all-virtual meetings per year. These two meetings will be used as-needed. Staff will coordinate with the TAC and Board chairs and provide the public with at least seven days notice of any meeting change from in-person to all virtual. This policy reaffirms the existing virtual meeting approach.

A motion to approve the 2026 virtual meeting policy was made by Mr. Tim Fitzgerald; seconded by Ms. Bragg. The Board approved the motion by unanimous vote.

Approval of SAWMPO Bylaws Amendment (Board Action Form #26-02)

Mr. Beard presented the SAWMPO Bylaws amendment for Board approval. Staff conducted a comprehensive update of the bylaws to improve administrative clarity and function. The proposed amendment updates administrative language, clarifies membership structures, streamlines meeting procedures, and align the bylaws with current federal and state requirements. The last comprehensive update of the bylaws occurred in 2012 when the MPO was formed.

Review Process

The Board reviewed the changes at the December 17, 2025, meeting. Per existing bylaws, Board members then had 25 days to review the changes and provide comments. There were 17 distinct changes grouped into four general categories. The first category addressed technical terminology standardization, including clarifying other unclear terminology. The second category updated alternate member provisions. The third category addressed membership and representation. The fourth category streamlined procedural meeting governance.

Policy Board Review Period

During the Policy Board review period, staff received one comment from Mr. Todd Wood with input from Mr. Jim Wood related to Article 5 Section 4. The comment requested clarification on the process for filling a vacancy if an officer leaves in the middle of a term. The bylaws state that an election shall be held to fill the vacant officer role, and that the Board/TAC may elect either the newly appointed representative from the same locality that previously held the role, or may elect an existing board member. While this was implied



in the bylaws, it was not explicitly stated. Staff proposed additional language to further clarify this provision. The Board discussed the change and agreed with the proposed clarification.

A motion to approve the 2026 SAWMPO Bylaws Amendment was made by Mr. Fitzgerald; seconded by Ms. Bragg. The Board approved the motion by unanimous vote.

Approval to Release the Public Participation Plan (PPP) Update for Public Comment (Board Action Form #26-03)

Mr. Beard presented the Public Participation Plan (PPP) update for Board approval to release for public comment. The PPP is a federally required document that establishes the SAWMPO's responsibilities, goals, and strategies for public involvement, including how the public is notified of MPO meetings, activities, and updates to documents such as the Long Range Transportation Plan (LRTP). As part of the internal review process to update SAWMPO policies and foundational documents, staff determined that the existing PPP was in need of a comprehensive update to improve readability, streamline timeframes for information requests from SAWMPO staff, accommodations related to disability and language, and public notices for key SAWMPO documents and processes.

Public Comment Periods

Mr. Beard noted that the most substantial change to the PPP is reducing most public comment periods to align with peer MPOs throughout the state. As part of this process, staff reviewed PPPs from other MPOs of similar size and found that many of the SAWMPO public comment requirements are longer than what other MPOs in the state require. Aligning with peer MPOs streamlines processing and approval times and allows more flexibility within the MPO schedule.

Federal code does not establish requirements for the public release timeline of MPO documents or processes with the exception of the PPP, and it is the responsibility of the SAWMPO to determine the appropriate timelines for other documents and processes. The proposed PPP reduces most public comment periods from 21 days to 14 days. TIP amendments are reduced from 21 days to seven days. The public comment period for PPP approval and amendments remains at 45 days per federal code.

Mr. Beard noted that these are minimum public release periods. The SAWMPO can release documents such as the LRTP for longer periods on a plan-by-plan or project-by-project basis, such as the last LRTP, which was released for 45 days. The reduced timeframes allow more flexibility in planning timelines if needed.

Other Timeline Changes

The timeline for accessibility service requests related to sign language interpreters, language interpreters, and providing SAWMPO information in other accessible formats was reduced from seven days to three business days. This change is less restrictive for individuals requesting these services, allowing them more time between when the SAWMPO releases and mails materials and the actual meeting to submit requests to staff.

General staff response times for comments or questions received from the public for plans and general information requests about SAWMPO activity were changed. Previously, the PPP identified specific numbers of days in which staff would respond to each request. The proposed PPP does not identify a specific number of days, and specifying exact timeframes places staff in an unnecessarily burdensome position of being non-



compliant with the MPO's own PPP. Staff removed those specific dates and noted that responses would be made in a timely and responsive fashion.

Publication Requirements

Publication requirements were reduced. The SAWMPO reduced the requirement for hosting notices about approvals or amendments for main documents in newspapers. The proposed PPP notes that all notices will now be only posted online and posted in newspapers if appropriate. Additionally, the previous PPP required the SAWMPO to physically print documents out and distribute them to each of the localities in the region every time a document was released for comment. The updated PPP states that documents will be available online and printed out if requested by the public.

TAC Review and Next Steps

The TAC reviewed the proposed changes at the January 7, 2026, TAC meeting and recommended that the Board release the document for a 45-day public comment period. Following the public comment period, staff will request Board approval of the document at the March 2026 meeting.

Ms. Paula Melester added that these changes are intended to provide the MPO administrative team with more flexibility and not to discourage participation in planning activities and processes. Ms. Melester reaffirmed that the MPO places a high value on public engagement and is committed to providing opportunities for public participation wherever relevant and possible.

A motion to approve releasing the updated SAWMPO PPP for a 45-day public comment period was made by Mr. Fitzgerald; seconded by Ms. Bragg. The Board approved the motion by unanimous vote.

Presentation: Federal Transportation Bill Reauthorization and Virginia Association of Metropolitan Planning Organizations (VAMPO) Overview – Alec Brebner, VAMPO Chair, Executive Director of the Central Virginia Planning District Commission (CVPDC)

Mr. Alec Brebner provided a presentation on federal transportation bill reauthorization and an overview of VAMPO. Mr. Brebner explained that the current federal transportation authorization, the Infrastructure Investment and Jobs Act (IIJA), expires on September 30, 2026, and Congress must pass a new authorization to continue federal transportation funding.

IIJA Overview and New Bill

Mr. Brebner explained that the IIJA authorized \$1.2 trillion over five years, including \$643 billion in traditional formula and competitive grant programs and \$550 billion in new infrastructure investments. The law significantly increased funding for public transportation, bridges, safety programs, electric vehicle infrastructure, and resilience projects. It also created new competitive grant programs including the Bridge Investment Program, RAISE grants, and the National Infrastructure Project Assistance program.

The House and Senate transportation committees will develop proposals for the new bill over the coming months. Key policy debates will include funding levels, new program priorities, formula vs. competitive grant balance, state flexibility vs. federal requirements, climate and resilience provisions, and how to address the Highway Trust Fund shortfall.



The Highway Trust Fund faces a structural deficit as fuel tax revenues haven't kept pace with construction costs and improved vehicle efficiency. Congress has supplemented the fund with general revenue but hasn't resolved the long-term shortfall. Several IIJA programs face uncertain futures. Safe Streets for All may convert from competitive grants to formula funding, which would offset declines in PL (highway planning) and Section 5303 (transit planning) funding while providing more predictable revenue and reducing application burden. Programs likely to be eliminated or reduced include EV charging stations, Reconnecting Communities (which was undersubscribed), and possibly BUILD/RAISE grants.

Virginia receives approximately \$1.2 billion annually in federal transportation funding through formula programs. Additional competitive grant funding varies by year based on application success. The state has been successful in recent years securing competitive grants for major projects including I-81 improvements and passenger rail expansion.

VAMPO Overview

Mr. Brebner explained that VAMPO is an association of Virginia's 19 MPOs, representing regions across the Commonwealth. VAMPO's mission is to provide a unified voice for metropolitan transportation planning in Virginia, share best practices, coordinate on policy issues, and advocate for MPO interests at the state and federal levels. VAMPO meets quarterly and has a board consisting of MPO chairs or their designees.

VAMPO coordinates on issues including federal transportation reauthorization positions, state transportation funding and policy, such as programs like SMART Scale, performance-based planning implementation, and emerging mobility and technology issues. Recent VAMPO advocacy priorities include maintaining strong federal funding for MPOs, supporting flexibility in transportation investments, advancing safety and Vision Zero goals, and promoting multimodal planning. VAMPO partners with the National Association of Metropolitan Planning Organizations (AMPO), a representative and lobbying organization at the federal level. AMPO has staff dedicated to tracking federal reauthorization, while VAMPO operates with volunteer staff from member MPOs. There are approximately 300 MPOs nationwide.

Mr. Brebner noted that as federal reauthorization moves forward, VAMPO will be tracking proposals and coordinating Virginia MPO input on key policy issues. He encouraged Board members to reach out with questions or concerns about federal transportation policy.

Board Discussion

Board members asked questions about the reauthorization timeline. Mr. Brebner noted that the September 30, 2026, deadline creates urgency but acknowledged Congress could pass short-term extensions if comprehensive reauthorization proves difficult. Mr. Brebner emphasized that MPOs should communicate priorities to congressional delegations as the process moves forward.

Mr. DeNunzio asked about Smart Scale scoring typologies and whether the SAWMPO has changed scoring typology since inception. Mr. Brad Reed explained that the typology has remained the same; however, the Charlottesville-Albemarle MPO has changed its typology in the past.



Agency Updates

VDOT

Mr. Reed provided the following update:

- The Waynesboro Rosser Avenue Route 340 study has a public survey currently available for public comment. The survey has received approximately 300 responses, and responses are generally positive toward the recommended improvements in the study. The study work group will meet in January to review public responses and select the preferred alternative, which will be carried forward into Phase 3. Phase 3 will develop cost estimates and conceptual sketches for potential Smart Scale or other grant program applications.
- District Planning has met with locality staff to discuss the upcoming Smart Scale round of applications, and is also beginning to plan for new VDOT-led studies after Smart Scale concludes. Mr. Reed encouraged localities to contact District Planning with study ideas.

Mr. Don Komara provided the following updates:

- The I-81 project through Staunton from Route 222 to Route 225 is approximately 60% complete. Speed cameras have not yet been installed on this segment.
- The Weyers Cave I-81 project is 35% complete. Dirt has been removed from the median and work is progressing on the bridges. A decision on speed cameras for this segment has not been made.
- The Harrisonburg I-81 project from mile post 242 to 248 was awarded to Triton at \$218 million. The six-year project will likely begin surveying work in the spring.
- The Mill Place project continues and is progressing well.
- VDOT is conducting work on Route 254 in Nelson and Augusta Counties, including turn lane improvements. Shoulder widening will extend on Route 254 to Waynesboro and on Route 340, and the project also includes the installation of rumble strips.
- VDOT is preparing for a significant winter weather event expected to begin Saturday and continue through Sunday.

DRPT

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

- Ms. Maria Zimmerman assumed the position of DRPT Director effective January 20, 2026. Ms. Zimmerman brings 30 years of experience in policy and planning. Ms. Zimmerman previously worked in the Biden administration as the principal Deputy Assistant Secretary for Transportation Policy and served as Co-Director of the Bipartisan Infrastructure Law implementation.
- The FY 2027 DRPT grant cycle will close on February 1, 2026. Applicants should reach out to Ms. Stankus with any questions.

BRITE Transit and Afton Express

Ms. Devon Thompson provided the following updates:

- DRPT applications are due February 1, 2026. BRITE is finalizing applications for usual rural and urban operating and capital cost of contracting assistance, a commuter assistance program project grant for BRITE marketing, commuter assistance program operating funding for the rideshare commuter



assistance program, two merit capital grants for transit facility equipment and bus shelter access improvements in Augusta County, and a potential technical assistance grant for transit planning.

- CSPDC continues the solicitation and procurement process for the new turnkey contract for BRITE bus services. The current turnkey services contract expires on June 30, 2026.
- Transit staff hosted the first annual State of Transit event last Wednesday at Augusta Health. CSPDC and Augusta Health staff made remarks reiterating the importance of existing and new partnerships in transportation and the well-being of BRITE bus, highlighting accomplishments and future horizon projects. The Value of Transit video premiered at the event and is now available on the BRITE bus website at the following link: <https://www.britebus.org/brite-unveils-value-of-transit-short-film/>
- For Afton Express, BRITE was successful in securing a marketing grant through DRPT in the last grant cycle. Marketing initiatives include geofencing and digital ads that were distributed in the fall, weather app advertisements currently running, and upcoming television ads on NBC 29 during the local coverage of the Winter Olympics.

Locality Updates

Augusta County

Mr. Fitzgerald provided the following updates:

- The SAWMPO boundary line adjustment has been officially approved. Greenville is now included in the MPO.

City of Waynesboro

The City had no updates.

City of Staunton

Ms. Leslie Beauregard provided the following updates:

- Mobilization will begin in the next few weeks for the Wharf Street portion of the tunnel repairs downtown. The work will not change street access since Wharf Street is already closed, but it will close the eastern portion of the Wharf parking lot that had been reopened. The real challenge will occur when Johnson Street closes to repair that portion of the tunnel, expected in late summer or fall. Downtown Staunton will be difficult to navigate during this time.
- In preparation for the weekend snow event, the City is planning to remove parking on downtown streets along snow routes to help with snow removal operations. The City will communicate this through social media and alert systems.

Other Business

There was no other business.

Upcoming Meetings

Chair Arrowood noted that the next TAC meeting is scheduled for February 4, 2026, at 2:00 p.m., and the next Policy Board meeting is February 18, 2026, at 10:00 a.m. Both meetings will be all-virtual via Teams.

Meeting Adjournment

There being no further business, Chair Arrowood adjourned the meeting at 11:10 a.m.



Respectfully submitted,

Paula Melester

Paula Melester
Director of Transportation



TO: Staunton-Augusta-Waynesboro MPO Policy Board

FROM: Zach Beard, Program Manager

MEETING DATE: February 18, 2026

RE: **Board Action Form #26-04: SAWMPO 2050 Long Range Transportation Plan (LRTP) Metropolitan Planning Area (MPA) Boundary Expansion Appendix Release for Public Comment**

RECOMMENDATION

Staff recommends that the Policy Board approve releasing the [2050 Long Range Transportation Plan \(LRTP\) Metropolitan Planning Area \(MPA\) boundary expansion appendix](#) for a 21-day public comment period.

BACKGROUND

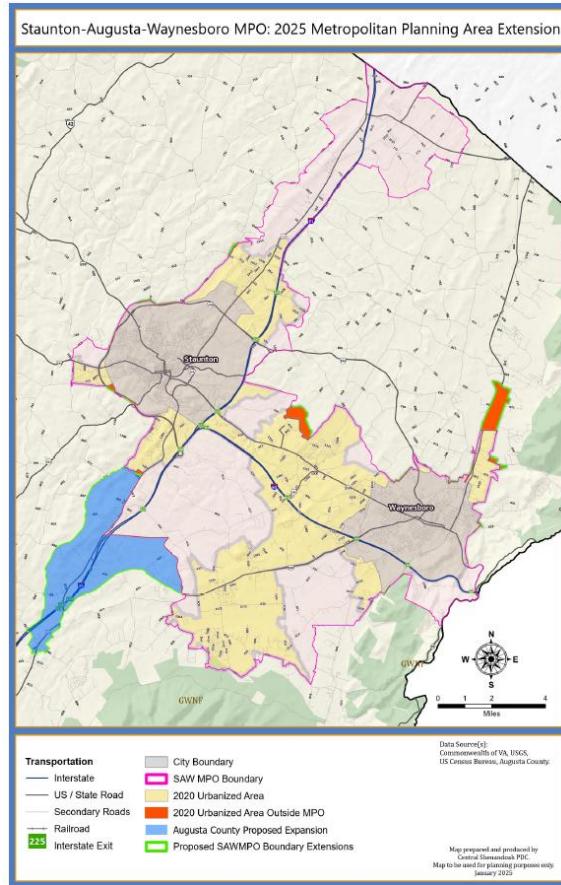
The Policy Board approved two Metropolitan Planning Area (MPA) boundary adjustments based on Augusta County's requested Greenville area boundary expansion and 2020 U.S. Census urban area changes at the February 2025 Board meeting. All MPO boundary adjustments must receive state-level approval, and the Secretary of Transportation officially approved the SAWMPO boundary adjustment on December 23, 2025.

Due to state approval occurring after the Policy Board approved the 2050 Long Range Transportation Plan (LRTP) on December 17, 2025, the expanded MPA was not included in the LRTP update. MPO staff have since developed a [2050 LRTP appendix](#) to document the new MPA boundary. The SAWMPO TAC recommended that the Policy Board release the amendment for a 21-day public comment period at the February 4, 2026, TAC meeting.

Boundary Expansion Overview

The Greenville area adjustment extends the southern boundary of the MPO approximately 6 miles south. The southwest boundary now parallels I-81 S and US-11 via Old Greenville Road to Stover School Road and includes Augusta County's Greenville Urban Service Area boundary. The modification adds approximately 13.1 square miles to the SAWMPO boundary region (see blue area in **Figure 1**).

Figure 1. Approved SAWMPO MPO Expansion



Additionally, the new boundary includes five small boundary modifications in response to the 2020 U.S. Census urban area designation changes proposed by VDOT, expanding the boundary by approximately 1.7 square miles (see orange areas in **Figure 1**).

2050 LRTP APPENDIX

The [2050 LRTP appendix](#) establishes baseline conditions for the MPA expansion area to inform future SAWMPO planning and incorporates the expansion into updated regional data. The Regional Context section provides population and demographic data, the Existing Transportation Network section outlines the multimodal network, and the Needs section identifies needs based on state data. The profile focuses on the Greenville area expansion as the U.S. Census-aligned adjustments are not substantive planning area expansions.

The 2025 boundary adjustments add a total of 2,713 residents to the MPA, and the Greenville expansion area accounts for 1,905 residents of the total. The amended boundary does not significantly impact current or future demographics trends, transportation network, or needs of the SAWMPO region.

Lastly, the appendix references the LRTP Study List, which includes a potential future MPO study for Route 11 and Exit 213 interchange improvements.

NEXT STEPS

Pending Policy Board approval for releasing the 2050 LRTP amendment for a 21-day public comment period, the Board will consider approving the amendment at the March 18 Board meeting.

ATTACHMENT

- [Draft 2050 LRTP MPA Expansion Appendix](#)
- [VDOT MPA Boundary Expansion Map](#)
- [Greenville MPA Boundary Expansion Map](#)
- [Greenville MPA Boundary Expansion Map \(ArcGIS Online\)](#)
- [Federal Code § 450.312 Metropolitan Planning Area boundaries](#)



Appendix D: 2025 Metropolitan Planning Area Boundary Amendment

D-1: Amendment Process and New MPA Area

Background

Federal regulation 23 CFR 450.312 requires MPOs review and update Metropolitan Planning Area (MPA) boundaries following each decennial census. The boundary must include the Census-designated urbanized area and contiguous areas expected to become urbanized within a 20-year forecast period. VDOT reviewed the 2020 U.S. Census updated urbanized area designations and identified adjustments necessary to align the SAWMPO boundary with the updated Census data.

During the U.S. Census data review, Augusta County also requested expanding the MPA to include Greenville, a census-designated place that the County has identified as a significant area in need of specialized transportation planning. The Greenville area includes the convergence of US 11 and I-81 at Exit 213, and the expansion ensures all I-81 interchanges within Augusta County are now within the MPO planning area. The MPA expansion would enable MPO transportation planning and studies in the area.

The SAWMPO Policy Board approved both boundary adjustments at the February 19, 2025, Board meeting. All MPO boundary adjustments must receive state-level approval, and the Secretary of Transportation on behalf of the Office of the Governor approved the SAWMPO boundary adjustment on December 23, 2025. Due to state approval occurring after the Policy Board approved the 2050 LRTP on December 17, 2025, the expanded MPA was not included in the LRTP update (see **Table D-1**).

On [Enter Date], 2026, the Policy Board approved a 2050 LRTP amendment to document the expanded MPA boundary areas. All data in Chapters 1 through 8 and Appendices A through C of this document reflects the MPA boundary at the time of original adoption of the LRTP on December 17, 2025. The amended boundary does not significantly impact current or future demographics trends, transportation network, or needs of the SAWMPO region, and the 2025 MPA boundary depicted in this Appendix supersedes all boundary representations in the original document for planning purposes, effective [Enter Date] 2026.

Table D-1: SAWMPO MPA Boundary Expansion Actions

Date	Action
January 15, 2025	Policy Board Meeting: VDOT presents proposed boundary modifications; Augusta County requests Greenville extension
February 5, 2025	Technical Advisory Committee reviews combined boundary proposal and recommends approval
February 19, 2025	Policy Board approves Board Action Form #25-04 (Combined Boundary Modifications)
December 17, 2025	SAWMPO Policy Board adopts 2050 Long-Range Transportation Plan

Date	Action
December 23, 2025	Governor of Virginia approves boundary expansion
[DATE], 2026	TAC reviews draft LRTP Amendment #1 and recommends approval
[DATE], 2026	Policy Board reviews draft LRTP Amendment #1 and releases for Public Comment
[DATE], 2026	Public comment period opens
[DATE], 2026	Public comment period closes
[DATE], 2026	Policy Board adopts LRTP Amendment #1

MPA Boundary Adjustments

This amendment incorporates two boundary adjustments totaling approximately 14.8 square miles (see **Table D-2**). **Map D-1** shows both MPA changes, with the U.S. Census adjustments highlighted in orange, and the Greenville expansion highlighted in blue. **Map D-2** shows the final updated SAWMPO MPA boundary approved by the Policy Board on [insert date]. The SAWMPO MPA now extends six miles south along the I-81/US 11 corridor from the previous boundary near Mint Spring and I-81 Exit 217 to the Greenville area and I-81 Exit 213.

U.S. Census-Aligned Adjustments (VDOT-proposed)

VDOT identified five minor boundary modifications totaling approximately 1.7 square miles (1,090 acres) to align the MPA with 2020 U.S. Census urbanized area designations. The adjustments are administrative to ensure federal compliance with decennial census requirements and are not substantive MPA expansions.

Greenville Area Expansion (Augusta County-Requested)

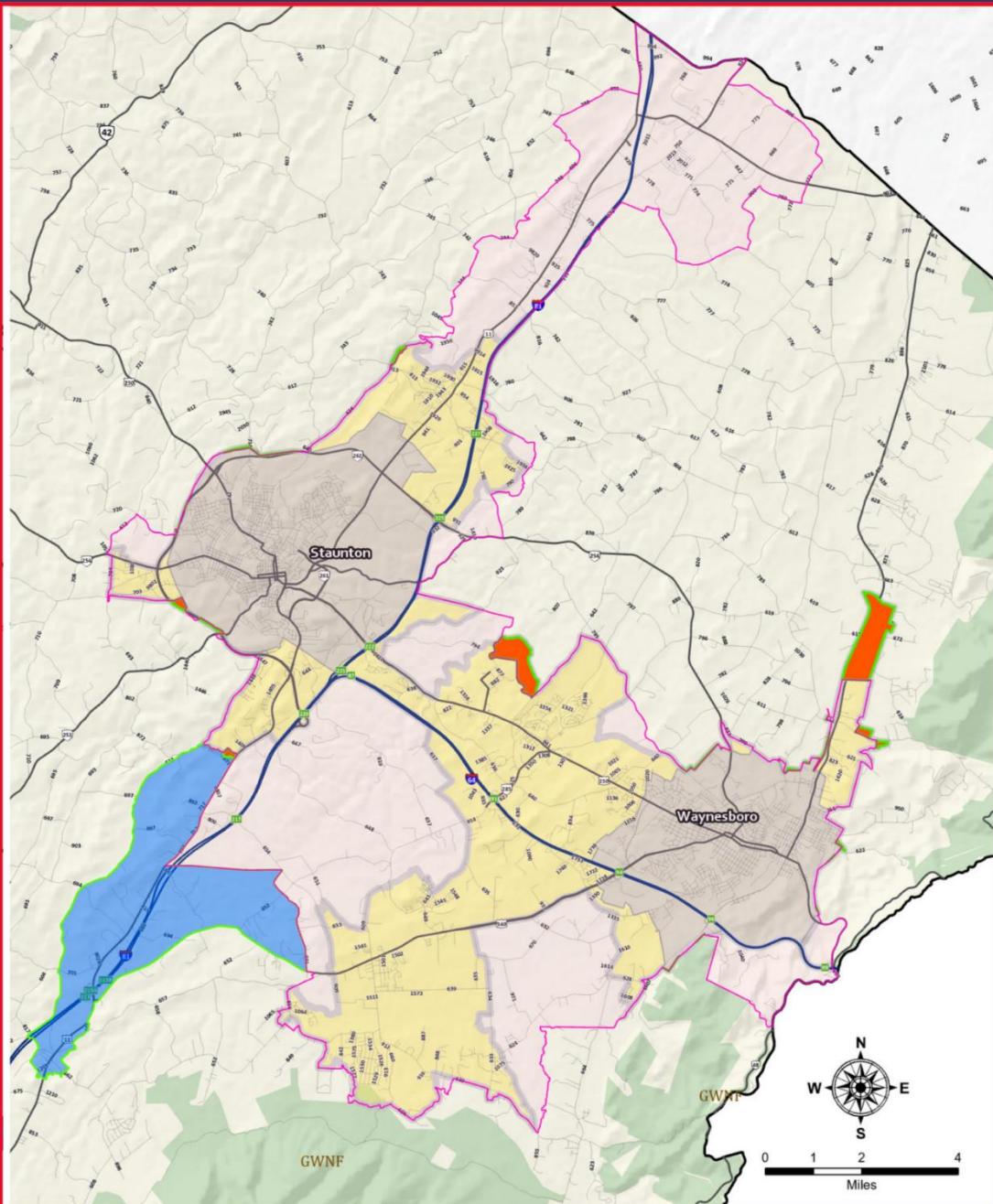
Augusta County requested expansion of the MPA southern boundary to incorporate the Greenville area. The Greenville area extension adds approximately 13.1 square miles (8,397 acres) along the I-81/US 11/US 340 corridor. The Augusta County Comprehensive Plan 2025 Update designated the Greenville area as an Urban Service Area in need of specialized long-range planning. This extension enables SAWMPO to conduct transportation planning studies in the area.

Table D-2: MPA Boundary Adjustment Summary

Modification	Area Added	Justification
VDOT Census Adjustments (5 locations)	~1.7 square miles	MPA adjustment requested by VDOT based on 2020 U.S. Census urbanized area adjustments to align with federal policy.
Greenville Area Extension	~13.1 square miles	MPA expansion requested by Augusta County based on the Greenville area being identified as a significant subarea in need of specialized transportation planning in the County's Comprehensive Plan and enabling MPO planning and studies in the area.

Map D-1: MPA Boundary Adjustment Summary

Staunton-Augusta-Waynesboro MPO: 2025 Metropolitan Planning Area Extension



Transportation

— Interstate

— US / State Road

— Secondary Roads

— Railroad

225 Interstate Exit

City Boundary

SAW MPO Boundary

2020 Urbanized Area

2020 Urbanized Area Outside MPO

Augusta County: Proposed Exports

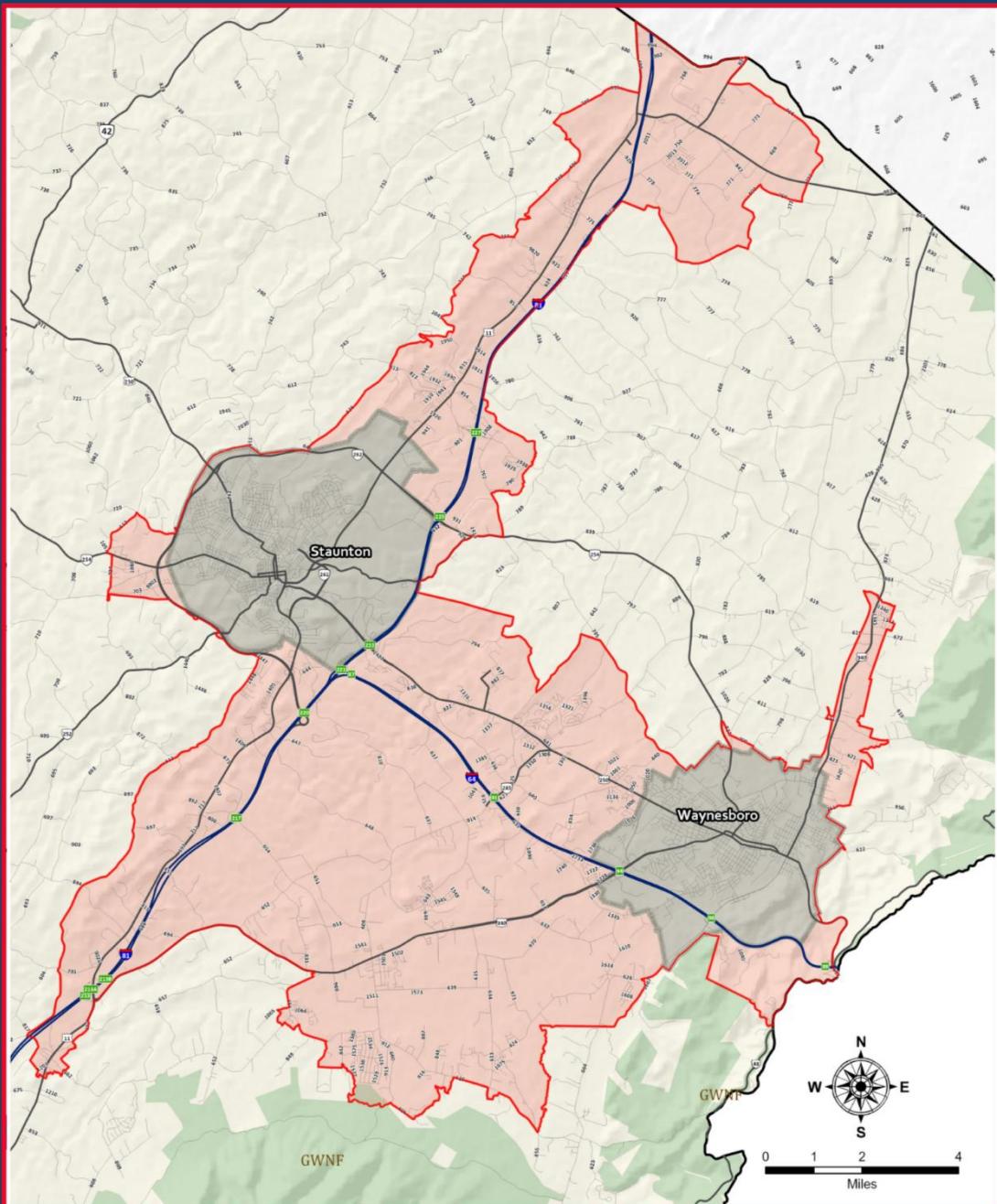
Augusta County Proposed Expansion

Data Source(s):
Commonwealth of VA, USGS,
US Census Bureau, Augusta County.

Map prepared and produced by
Central Shenandoah PDC.
Map to be used for planning purposes only.
January 2025

Map D-2: MPA Boundary Adjustment

SAWMPO 2026 Planning Area Boundary



Transportation

- Interstate
- US / State Road
- Secondary Roads
- Railroad
- 225 Interstate Exit

- City Boundary
- SAWMPO Boundary

Data Source(s):
Commonwealth of VA, USGS,
US Census Bureau, Augusta County.

Map prepared and produced by
Central Shenandoah PDC.
Map to be used for planning purposes only.
February 2025

Section D-2: Boundary Expansion Profile

This profile establishes baseline conditions for the MPA expansion area to inform future SAWMPO planning and incorporates the expansion into updated regional data. The Regional Context section provides population and demographic data, the Existing Transportation Network section outlines the multimodal network, and the Needs section identifies needs based on state data. The profile focuses on the Greenville area expansion, and the U.S. Census-aligned adjustments are not substantive planning area expansions.

The profile does not include future traffic growth projections because the current SAWMPO Travel Demand Model does not include the expanded MPA area. Similarly, no specific projects are identified since the expanded area was not included in the 2050 LRTP project identification and prioritization process. However, one potential SAWMPO study at the I-81 Exit 213 interchange in Greenville is included on the 2050 LRTP Study List.

Regional Context

The U.S. Census-adjusted areas have minimal impact on existing SAWMPO regional characteristics based on land area, population increase, or transportation needs. The Greenville area is designated as an Urban Service Area in need of specialized long-range planning due to its unique transportation challenges in the Augusta County Comprehensive Plan 2025 Update.

Population

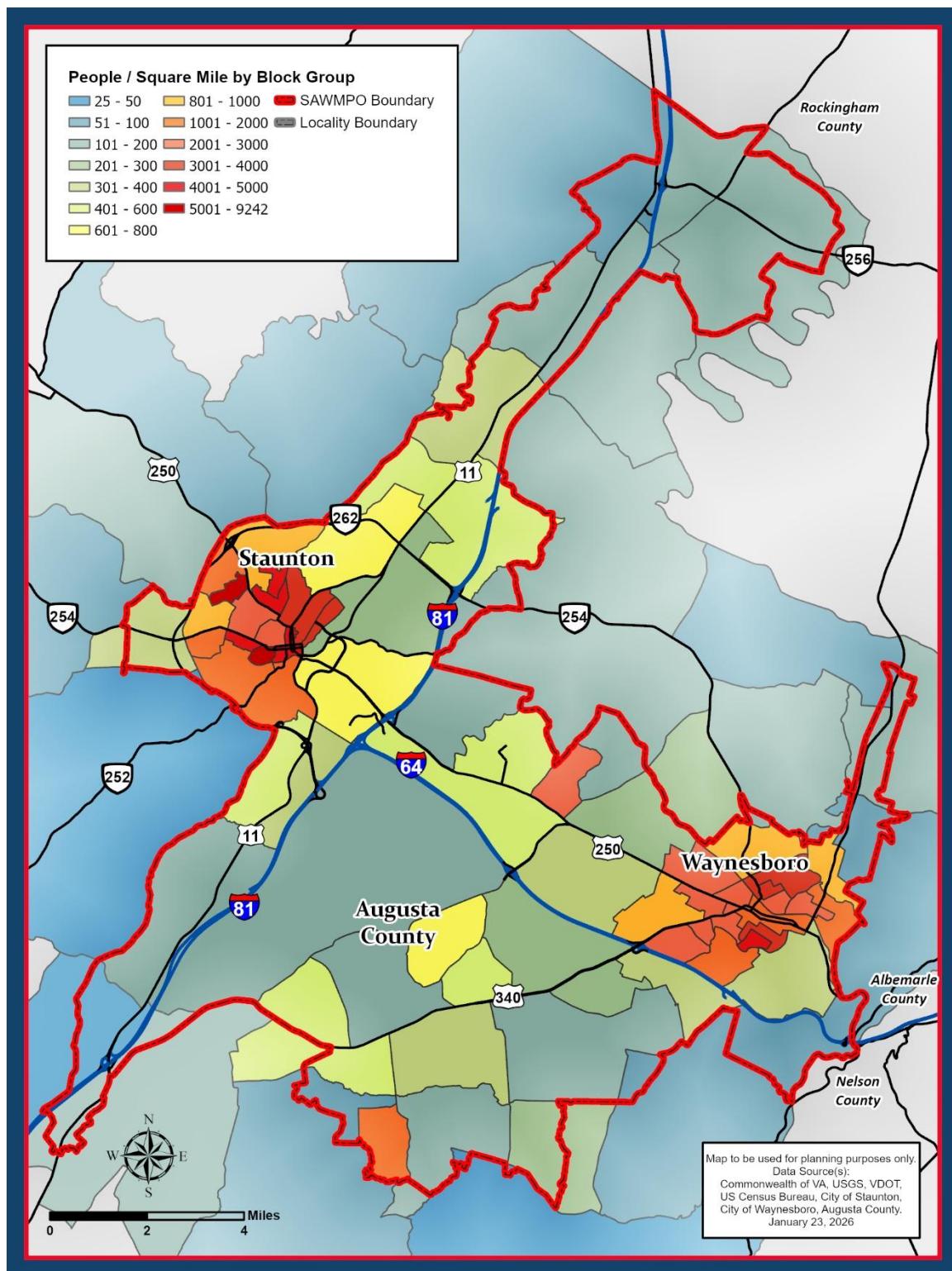
The 2025 boundary adjustments add a total of 2,713 residents to the MPA. The Greenville expansion area accounts for 1,905 residents (70% of the population increase), and the U.S. Census-aligned adjustments along the MPO perimeter include an additional 808 residents (30% of the population increase). Population projections for the boundary expansion area through 2050 are based on Weldon Cooper projections in relation to historic Augusta County growth trends in the SAWMPO. **Map D-3** shows the SAWMPO population density for the updated MPA.

Table D-3: 2050 Population Projections Based on Expanded MPA

Population Projections			
Source	U.S. Census	2050 Plan Population (Weldon Cooper Center)	
Year	2020	2022 (estimate)	2050 (estimate)
Augusta County	77,487	77,758	87,133
Augusta County within MPO	41,457	41,593	48,692*
Staunton	25,750	25,773	29,139
Waynesboro	22,196	22,537	25,646
Total within MPO	89,403	89,903	103,477

*Estimates 75% of the County's new population growth is within the MPO

Map D-3: Population Density in the 2025 SAWMPO Boundary



Socio-Demographic Profile

The SAWMPO used 2022 U.S. Census block group data to analyze populations with transportation challenges, to include minority, poverty, elderly, people with disabilities, language barrier, and zero-car household populations. This analysis helps address current and future transportation needs. The addition of the boundary population increases the SAWMPO MPA from 87,189 to 89,903 residents (a 3.2% increase). **Table D-4** summarizes the impact on regional demographic indicators, and **Maps D4 through D9** show updated demographic data for the 2025 SAWMPO boundary.

Table D-4: Demographic Comparison Between SAWMPO and Boundary Expansion

Indicator	SAWMPO Before	Boundary Expansion Area	SAWMPO After	Change
Total Population	87,189	2,713	89,903	3.2%
Non-White Population	14.4%	8.6%	14.2%	-0.2%
Poverty Rate	10.5%	9.0%	10.25%	-0.25%
Population with Language Access Barriers	1.80%	0.0%	1.7%	-0.1%
Elderly Population (65+)	20.8%	21.1%	20.8%	0%
Persons with Disabilities	14.62%	14.8%	14.63%	0.01%
Zero-Car Households	6.6%	3.5%	6.4%	-0.2%

The demographic composition of the boundary expansion area largely mirrors the existing SAWMPO region, resulting in minimal shifts to the region's overall profile. While the expansion area includes specific pockets of older residents, most notably one block group with an elderly population of 37.6%, the aggregate elderly rate for the expansion area (21.1%) aligns closely with the regional baseline (20.8%). As a result, the inclusion of these new residents produces no percentage point change to the region's total elderly population share.

Similarly, the expansion area exhibits a disability rate (14.8%) that is nearly identical to the regional average (14.6%), resulting in a negligible regional increase of just 0.01%. Conversely, the expansion area demonstrates lower rates of poverty, zero-car households, and persons with Language Access Barriers compared to the current MPO boundary, which slightly reduces the regional averages for these indicators by fractions of a percent.

Overall, the boundary adjustment does not generate significant shifts (defined by the SAWMPO as a variation greater than 5%) in the regional demographic composition. The maximum change observed across all indicators is a decrease of just 0.25% (Poverty Rate). Accordingly, the demographic analyses, Title VI assessments, and Environmental Justice conclusions contained in the main body of the 2050 Long Range Transportation Plan (LRTP) remain valid for regional planning purposes.

Minority Populations

Table D-4 and **Map D-4** show the racial and ethnic composition of the boundary expansion area compared to the SAWMPO.

Table D-4: Demographic Comparison Between Boundary Expansion and total SAWMPO Region

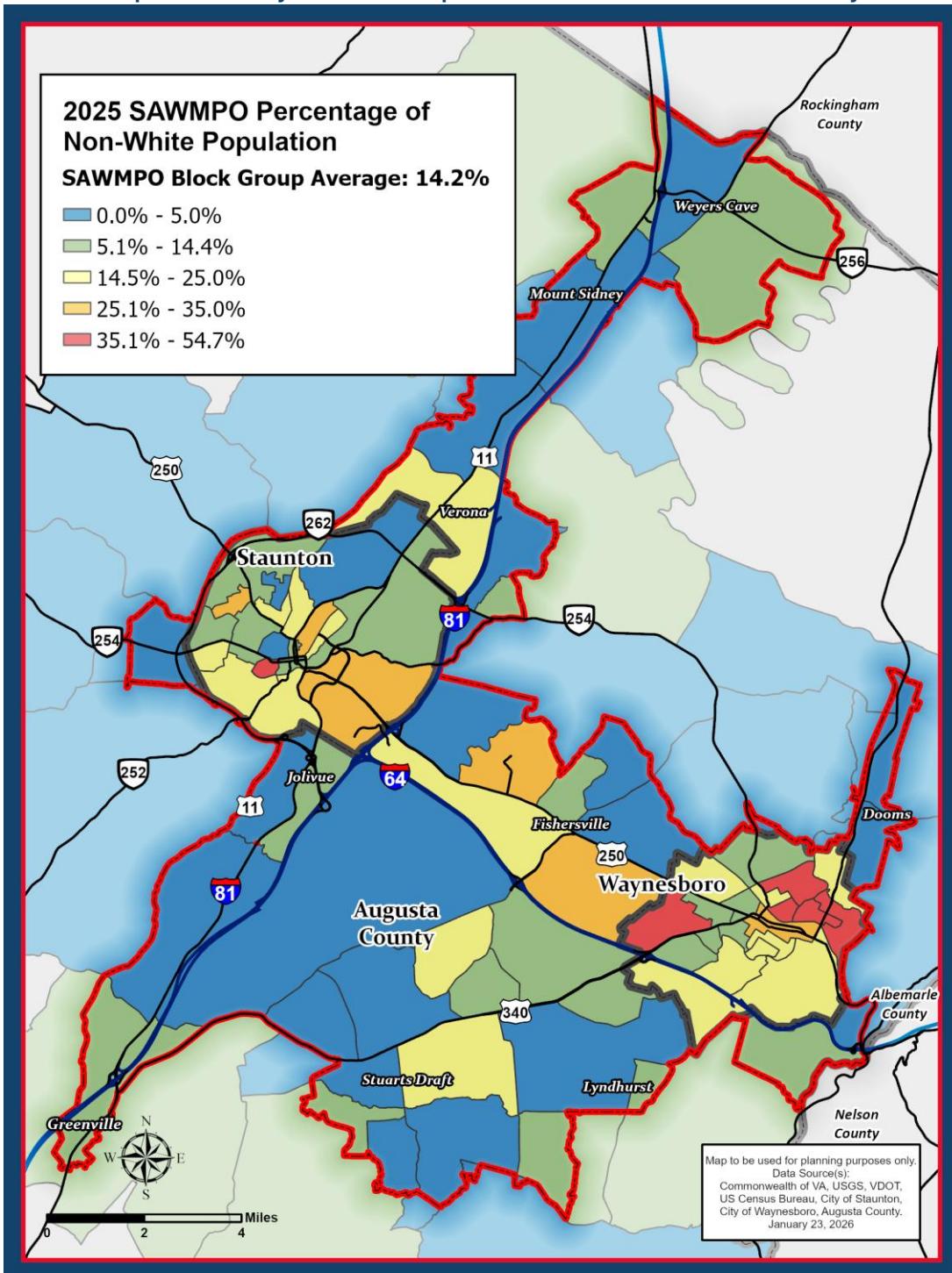
Category	Boundary Expansion*	SAWMPO Region*†
White (non-Hispanic)	91.4%	85.8%
Black or African American	3.4%	8%
Hispanic or Latino (any race)	1.5%	5%
Asian	0.1%	0.9%
Two or More Races	3.9%	4.2%

* Total may sum to greater than 100% due to the Census Bureau treating Hispanic/Latino origin as an ethnicity rather than a race, allowing respondents to identify as both.

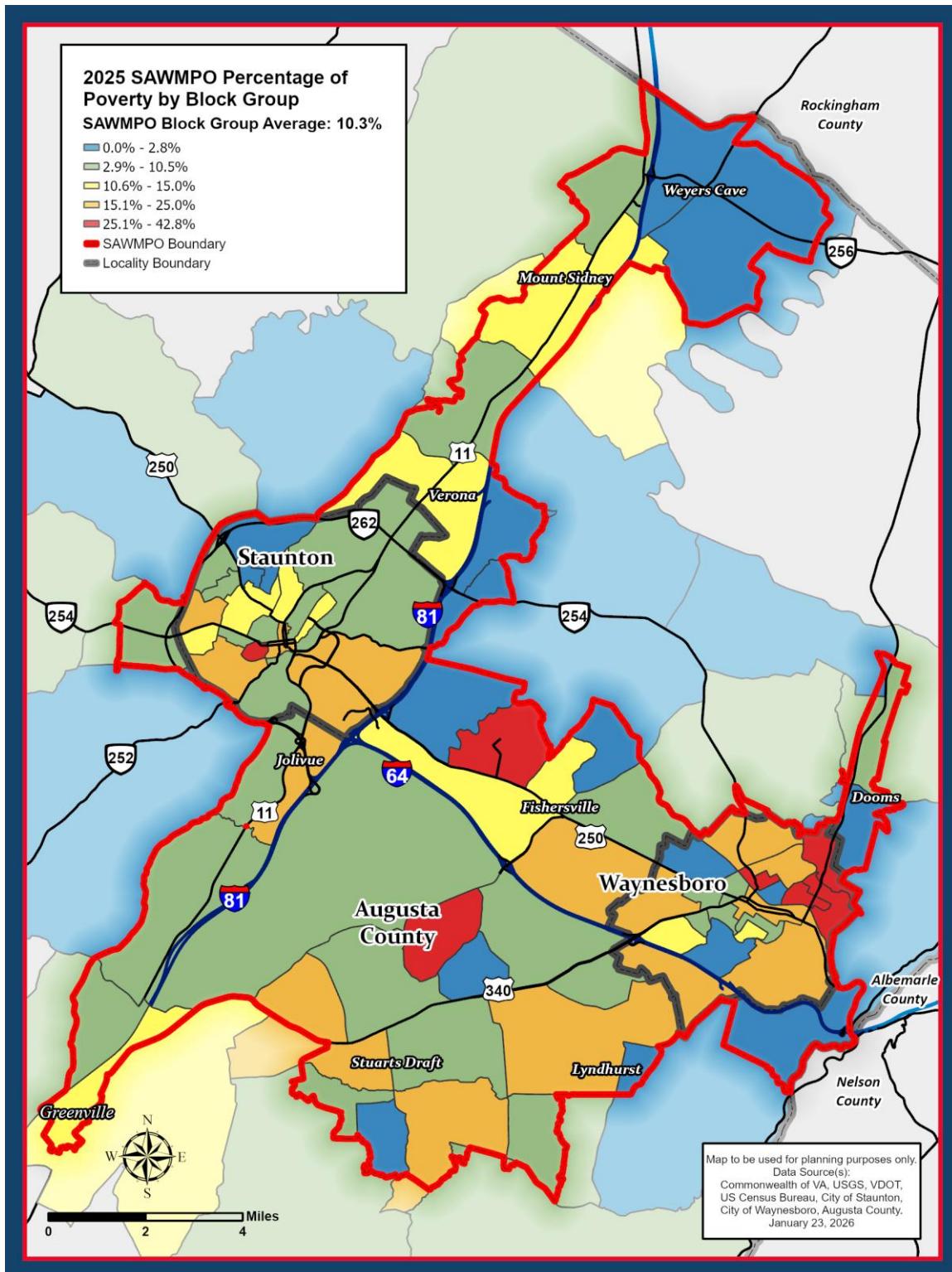
† Includes 2025 SAWMPO region with the new boundary expansion

Source: U.S. Census Bureau, 2022 American Community Survey

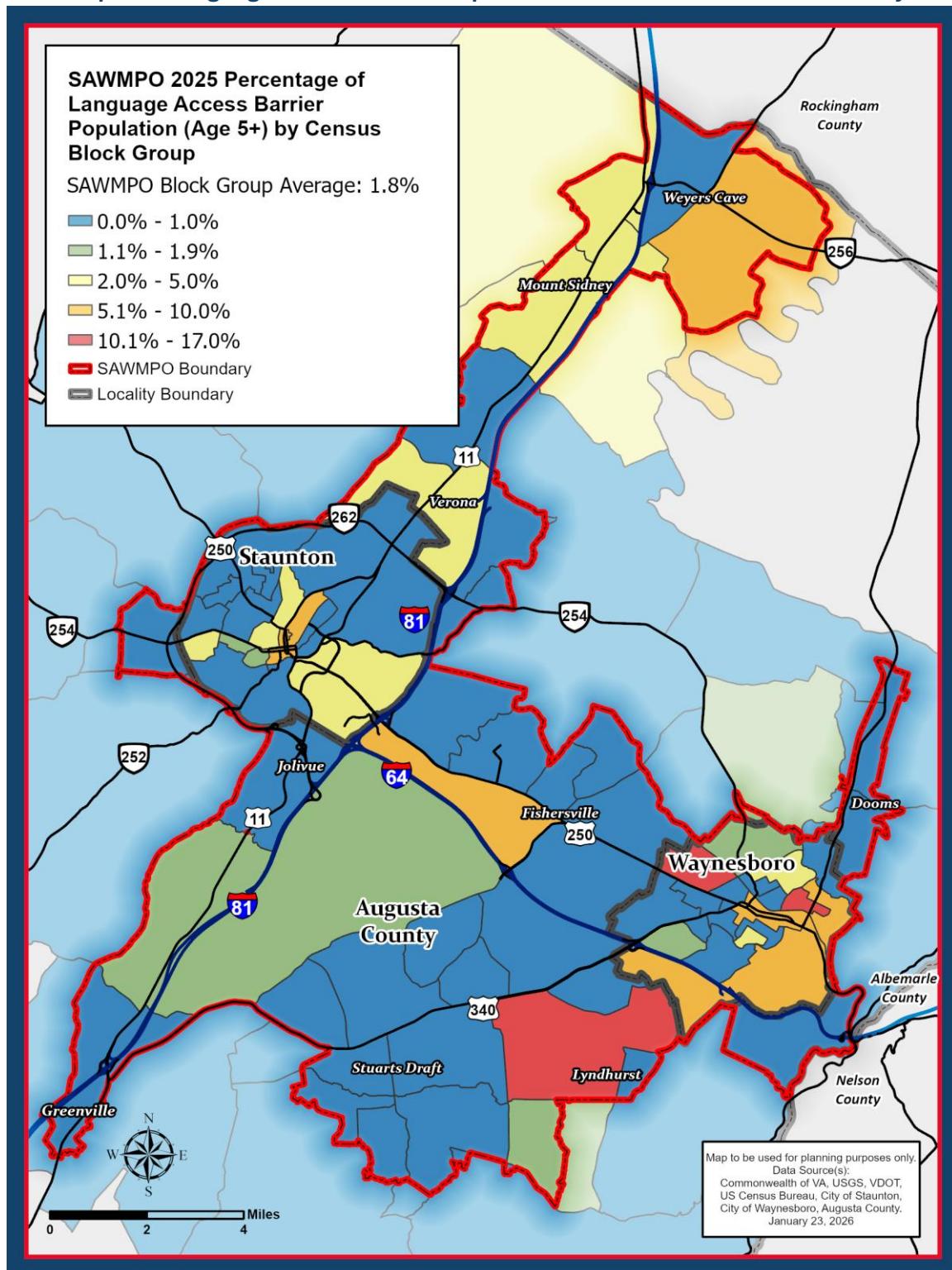
Map D-4: Minority Non-White Population in the 2025 SAWMPO Boundary



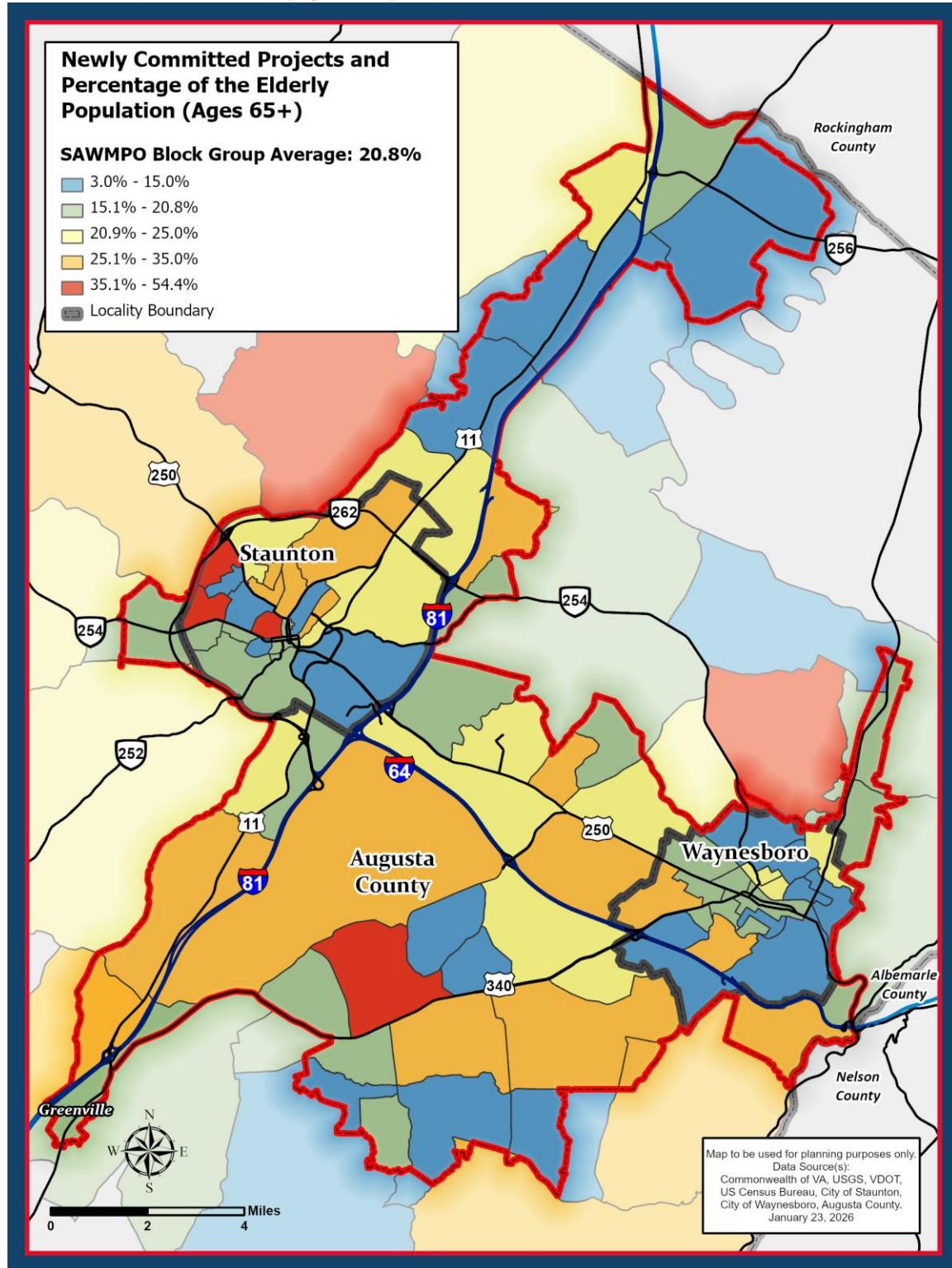
Map D-5: Poverty Percentages in the 2025 SAWMPO Boundary



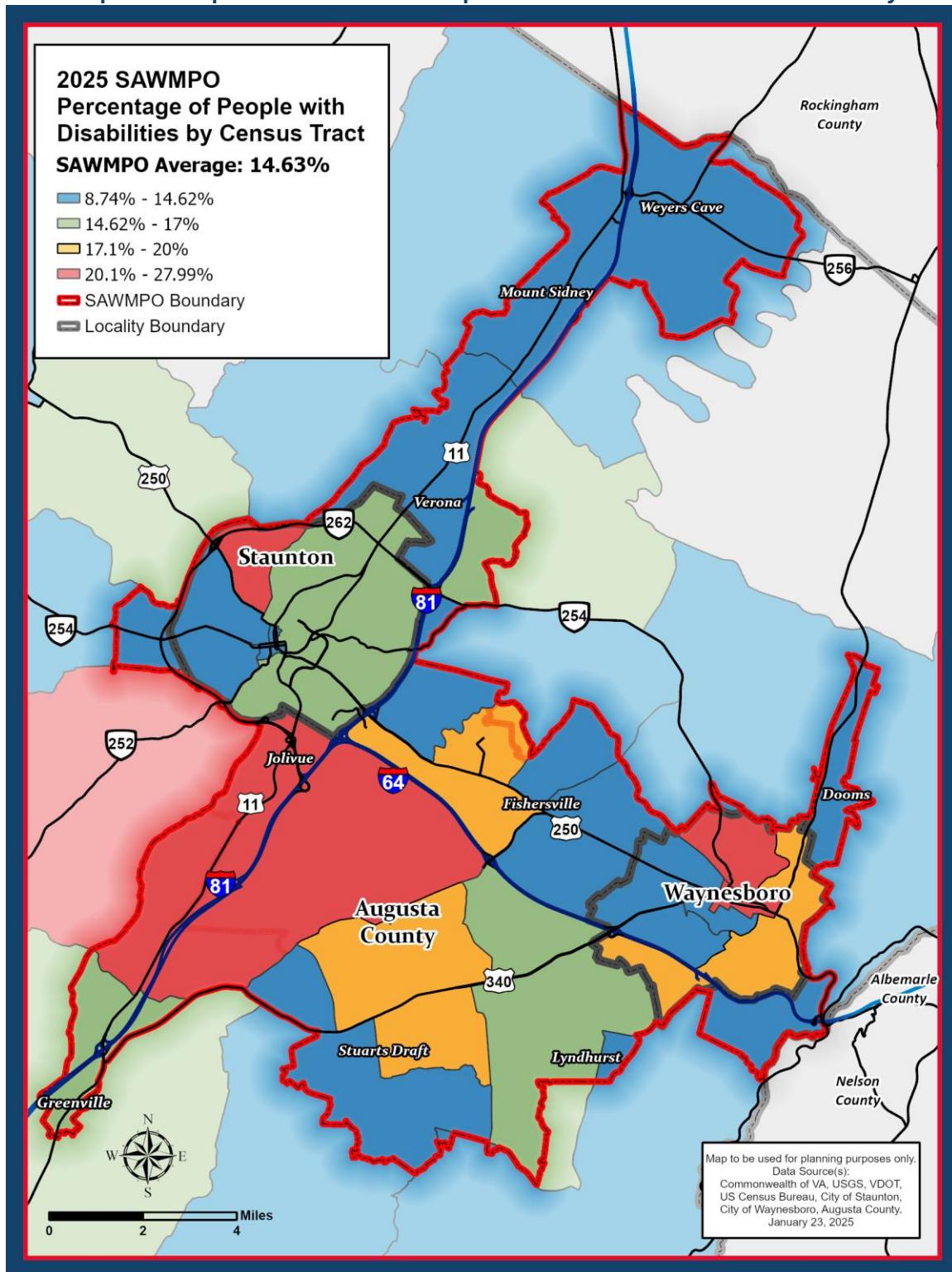
Map D-6: Language Access Barrier Population in the 2025 SAWMPO Boundary



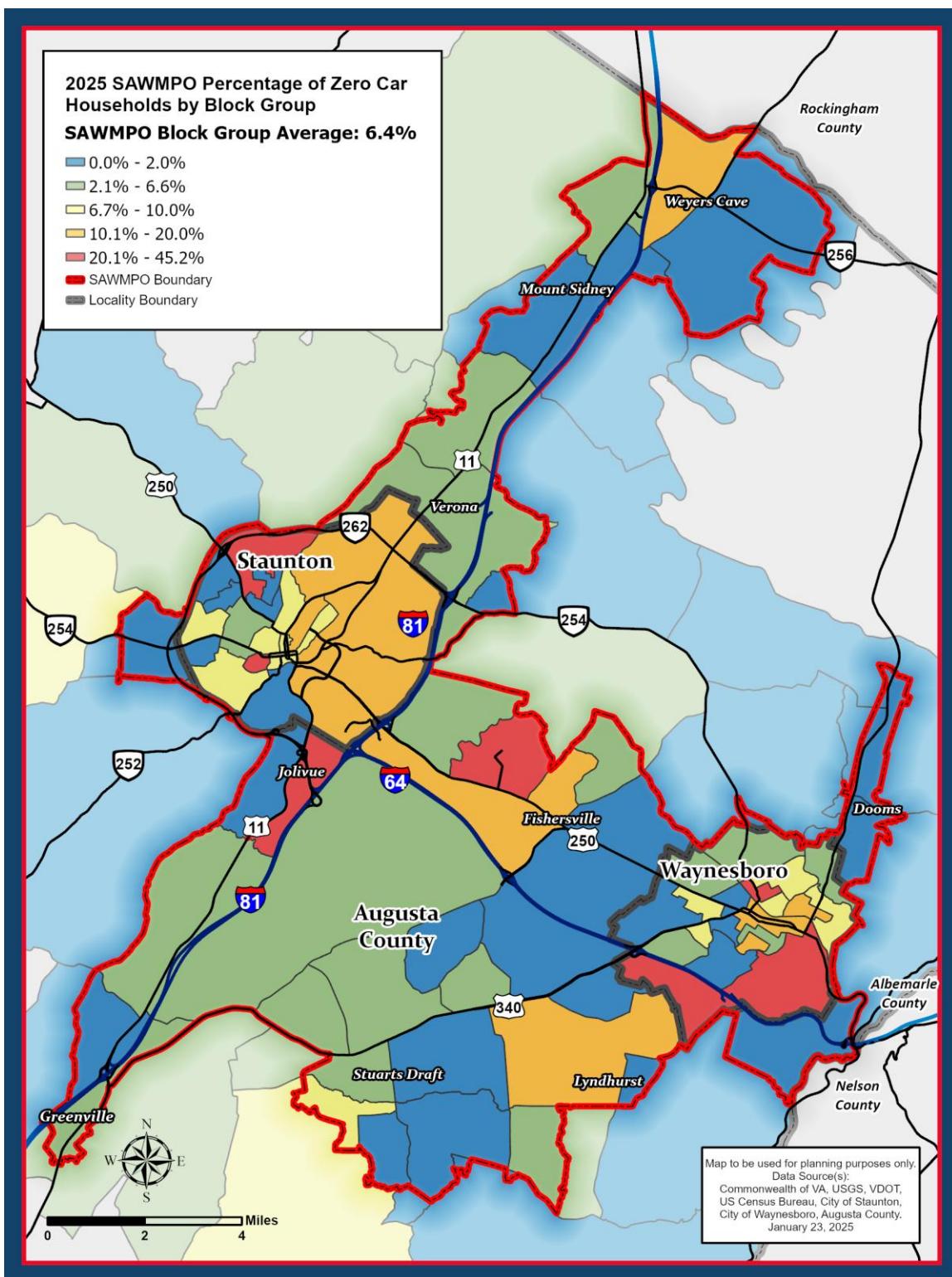
Map D-7: Elderly (Ages 65+) Population in the 2025 SAWMPO Boundary



Map D-8: People with Disabilities Population in the 2026 SAWMPO Boundary



Map D-9: Zero Car Population in the 2025 SAWMPO Boundary



Transportation Network

Roadway

The Greenville expansion area is served by Interstate 81 (I-81) and a network of primary and secondary state routes. The I-81 Exit 213 interchange in Greenville provides regional access and serves as a major travel plaza location drawing significant commercial vehicle traffic (see **Map D-10** for the updated 2025 SAWMPO boundary Functional Classification network). New roads and road segments in the SAWMPO include:

- Interstate 81 from Exit 217 to Exit 213
- US 11 (Lee Highway to Old Greenville Road)
- US 340 (Stuarts Draft Highway segment near Greenville)
- Route 613 (Old Greenville Road)
- Route 662 (Greenville School Road)
- Route 608 (Cold Springs Road, partial)
- Route 610 (Howardsville Road)
- Route 662 (Stover School Road)
- Route 657 (Indian Ridge Road)
- Route 655 (Walnut Hills Road)

Map D-10: SAWMPO 2025 Boundary Functional Classification

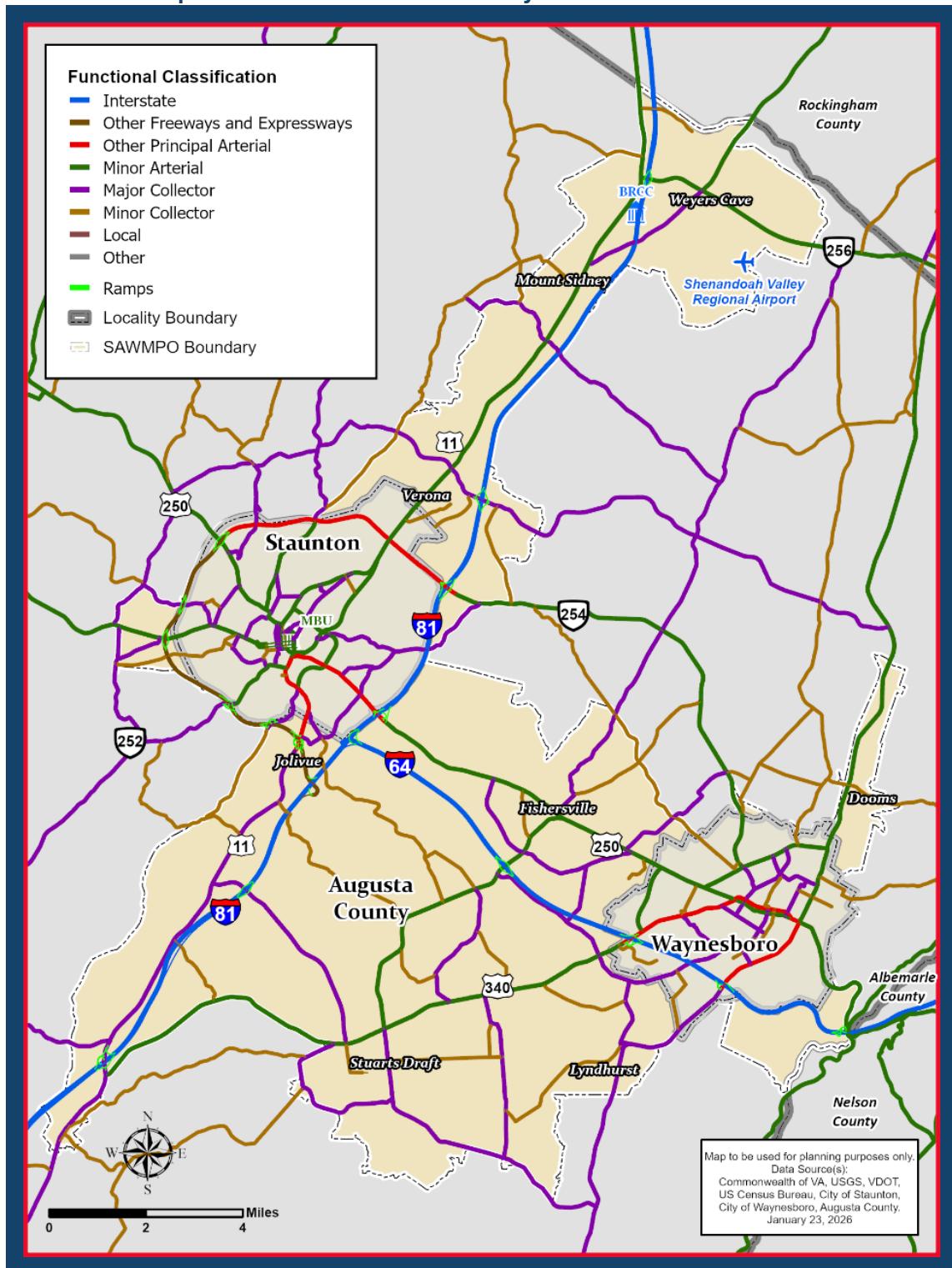


Table D-5 shows the Average Annual Daily Traffic (AADT) volumes for major roadways within expanded MPA boundary areas.

Table D-5: AADT Volumes for Major Collectors and Minor Arterials in Boundary Expansion Area

Location / Segment	AADT	% 4-Tire Vehicles	% Tractor-Trailer
I-81 Exit 217 to Exit 213	50,000	67.7%	29.4%
US 11 I-81 Exit 213 to Greenville	8,200	93.9%	4.0%
US 11 Greenville to Broad Head School	8,200	93.9%	4.0%
US 340 / US 11 (Greenville) to White Hill Rd	6,100	94.7%	3.2%
US 340 Waynesboro Northern City Limits to Crimora Rd	8,900	95.4%	2.1%
Route 608 Entry School Rd to VA-254	1,700	96.6%	0.5%

Source: VDOT Traffic Volume Estimates

The I-81 segment between Exit 217 and 213 has the highest traffic volumes in the expansion area at 50,000 AADT. The I-81 segment has a high proportion of commercial vehicle traffic, with tractor-trailers comprising nearly 30% of all traffic, which is significantly above typical statewide averages. The presence of multiple travel plazas at Exit 213 contributes to this commercial activity.

US 11 parallels I-81 through Greenville and carries approximately 8,200 vehicles per day. Passenger vehicles (4-tire) comprise 94% of traffic and tractor-trailers represent 4% of traffic, which is the SAWMPO regional average for truck-traffic along US 11. The AADT figures along the US 11 corridor from Exit 213 through Greenville indicate relatively uniform traffic demand along this segment.

The US 340 segment connecting Greenville to Stuarts Draft and Waynesboro carries between 6,100 to 8,900 AADT. Traffic volumes are higher on the northern segment approaching Waynesboro (8,900 AADT) compared to the segment near Greenville (6,100 AADT). Vehicle classification data shows over 95% passenger vehicles on US 340, with minimal heavy truck traffic (2-3% tractor-trailers), consistent with its function as a commuter and local service route.

Route 608 (Cold Springs Road), located within one of the VDOT census-aligned boundary adjustments carries 1,700 average daily users. This secondary road serves predominantly local traffic, with 97% passenger vehicles and negligible commercial truck activity (less than 1% tractor-trailers).

Route 613 (Old Greenville Road) parallels US 11 and serves as an alternative corridor for local traffic during incidents on I-81 or US 11. The corridor extends from the Staunton city limits south to Stover School Road and connects to several secondary roads that provide local circulation options. The Augusta County Comprehensive Plan designates Old Greenville Road for upgrades to secondary road standards to function as a parallel travel corridor. Consequently, VDOT has completed improvements to enhance its capacity to serve as a supplemental route to the primary highway network

Other Transportation Modes

The areas within the expanded SAWMPO boundary, including Greenville, share similar transportation characteristics with the existing rural portions of Augusta County already within the MPO. However, pedestrian infrastructure varies across the expansion area. While much of the expansion area lacks dedicated bicycle and pedestrian facilities, the Greenville area has limited, intermittent segments of sidewalk along Main Street and Greenville School Road. More notably, the residential development located off Howardsville Road, adjacent to and connected with the Riverheads school complex (elementary, middle, and high schools), features a relatively complete sidewalk network serving students and residents.

The Greenville area is unserved by public transit, lacks established park-and-ride lots, and does not include any commercial airport or passenger rail facilities. As a result, most people rely on personal vehicles for regional travel.

Safety

The updated LRTP profiled safety needs in the expanded boundary area using VDOT Potential for Safety Improvement (PSI) data, statewide crash data, VTrans Mid-term Needs, and other documented safety concerns. The analysis identified safety challenges consistent with those found in Augusta County throughout the existing SAWMPO planning area, including roadway departure crashes and intersection safety issues.

Potential for Safety Improvements

VDOT's Potential for Safety Improvement (PSI) methodology identifies roadway segments and intersections with elevated crash frequencies relative to similar facilities statewide for the Staunton District based on the average predicted number of crashes to the observed number of crashes over a five-year period. The 2019-2023 PSI data includes six PSI locations and three locations in the Staunton District Top 100. Three of the PSI locations are in the Greenville area, and three are in a U.S. Census adjusted area north of Waynesboro.

Table D-6: Potential for Safety Improvement Segments and Intersections in Boundary Expansion Area

Location	Segment/Intersection	PSI District Ranking	Total Crashes (2019-2023)	Fatal/Serious Injury Crashes
US 340 at Purple Cow Rd (north of Waynesboro)	Intersection	65	12	5
US 11 at US 340 / Pilot Truck Dr (Greenville area)	Intersection	81	13	5
US 340 (north of Waynesboro)	Milemarker Segment 20.53 – 20.88 (N of Purple Cow Rd)	86	9	3
I-81 SB (Greenville area)	Milemarker Segment 214.50 – 215.46	137	25	3

Location	Segment/Intersection	PSI District Ranking	Total Crashes (2019-2023)	Fatal/Serious Injury Crashes
US 11 (Greenville area)	Milemarker Segment 227.16 – 227.75 (Exit 213 to Greenville)	148	16	7
US 340 (north of Waynesboro)	Milemarker Segment 19.96 – 20.53 (S of Purple Cow Rd)	162	8	4

Source: VDOT Potential for Safety Improvement (PSI) 2019-2023. Note: Rankings reflect position within Staunton District VDOT-maintained facilities.

The US 340/Purple Cow Road intersection ranks 65th in the Staunton District and is the highest-ranked location among all boundary expansion areas with 12 crashes including 5 fatal or serious injury crashes. The adjacent US 340 segments north and south of this intersection also appear in district rankings (86th and 162nd respectively), with a combined 17 crashes and 7 fatal/serious injury crashes. This cluster of safety concerns along the US 340 corridor north of Waynesboro suggests systematic issues that may benefit from corridor-level safety analysis.

The US 11/US 340 intersection near the Exit 213 travel plazas ranks 81st in the Staunton District with 13 total crashes over the five-year period, including 5 resulting in fatalities or serious injuries. This intersection serves as the primary access point between I-81 and the travel plaza facilities, experiencing the commercial vehicle navigation challenges documented in the operational issues discussion below. The US 11 segment immediately south of Exit 213 toward Greenville ranks 148th with 16 crashes, 7 or 44% of which involved fatalities or serious injuries.

The I-81 southbound segment between mile markers 214.50 and 215.46 recorded 25 total crashes during the analysis period, the highest crash frequency of any segment in the expansion area. Only 3 crashes (12%) involved fatalities or serious injuries, reflecting a lower severity profile typical of interstate facilities where crash types often involve rear-end and sideswipe collisions at higher speeds but with lower injury rates due to vehicle safety features and absence of cross-traffic conflicts.

VTrans Prioritized Needs

VTrans, the statewide transportation plan that informs VDOT's major transportation priorities and investments, categorizes needs by priority 1 through 4 (1 being the highest need and 4 the lowest) in relation to overall statewide needs and regional construction district needs. The expanded MPA area has VTrans priority 4 statewide needs along I-81, US 11, US 340, Indian Ridge Road, Greenville School Road, Howardsville Road, and Walnut Hills Road. Two segments in the expanded MPA are VTrans priority 2 needs in the Staunton District: A segment of US 11 south of the Exit 213 interchange to Peyton Hills Road, and a segment along US 340 between Walnut Hills Road and Guthrie Road.

Other Documented Safety Issues

The I-81 Exit 213 interchange area has documented operational challenges related to commercial vehicle navigation. The interchange configuration includes two southbound exit ramps (213A and 213B), which has resulted in truck drivers taking the incorrect exit when attempting to access the travel plazas south of I-81. Trucks taking the northbound-oriented exit must navigate turn-around

maneuvers on US 11, creating traffic conflicts and occasional property damage to adjacent businesses. While VDOT has provided provisions for turnarounds, many trucks utilize private properties or unsafe locations. Additionally, this corridor absorbs interstate traffic during frequent I-81 incidents, creating local transportation challenges.

VDOT conducted a comprehensive traffic study of the Exit 213 area in 2005 and implemented signage improvements. Additional signage upgrades were completed in 2024. Augusta County has indicated interest in further study to identify potential safety and operational improvements.

Section D-3: Study List Context

Projects on the LRTP Study List indicate transportation needs requiring additional study to define scope and cost. The MPA expansion to the Greenville area allows the SAWMPO to conduct transportation studies that may inform future project development. The 2050 LRTP Study List in **Chapter 7** includes the following study within the expanded MPA:

Table D8: Greenville Route 11 Corridor / I-81 Exit 213 Study List Reference

Study ID	A-5
Study Name	Route 11 Corridor / I-81 Exit 213 (Greenville)
Location	I-81 Exit 213 interchange area and Route 11 corridor through Greenville, Augusta County
Description	This study would evaluate the unique issue of trucks choosing the incorrect exit from I-81 southbound among the A-B options at Exit 213 in Greenville. Trucks heading north on US 11 instead of south to intended travel plaza destinations have created safety and operational challenges when turning around.
Study Type	Corridor Study / Interchange Improvements
Locality	Augusta County