SAWMPO

2050 Long Range Transportation Plan

Approved on: December 17, 2025
Amended on: March 18, 2026

Staunton Augusta Waynesboro
Metropolitan Planning Organization

112 MacTanly Place
Staunton, VA 24401
Phone (540) 885-5174
Fax (540) 885-2687
SAWMPO.org

SAWMPO Members

Policy Board

Officers

Brad Arrowood, City of Staunton (Chair)
Jim Wood, City of Waynesboro (Vice Chair)
Ann Cundy, Central Shenandoah Planning District Commission (secretary and treasurer, non-voting)

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Laura Keely, Federal Transit Administration (non-voting)
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Paige Lazar, Virginia Department of Rail and Public Transportation (non-voting)
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Steve Wilson, Virginia Regional Transit (non-voting)
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Members

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Alisande Tombarge, City of Waynesboro
Don Komara, Virginia Department of Transportation
Grace Stankus, Virginia Department of Rail and Public Transportation
Laura Keely, Federal Transit Administration (non-voting)
Kevin Jones, Federal Highway Administration (non-voting)
Steve Wilson, Virginia Regional Transit (non-voting)
Phil Thompson, Virginia Regional Transit (non-voting)
Rusty Harrington, Virginia Department of Aviation (non-voting)

Preface

Contact Information

112 MacTanly Place, Staunton, Virginia 24401
Phone (540) 885-5174 | Fax (540) 885-2687
sawmpo.org

Title

SAWMPO 2050 Long Range Transportation Plan

Authors

Paula Melester, Director of Transportation, CSPDC and SAWMPO
Zach Beard, Program Manager, CSPDC and SAWMPO
Garreth Bartholomew, Transportation Planner, CSPDC and SAWMPO

Disclaimer

This report has been prepared in cooperation with, and financed in part, by the U.S. Department of Transportation - Federal Highway Administration, the Federal Transit Administration, the Virginia Department of Transportation, and the Virginia Department of Rail and Public Transportation. The contents of this report reflect the views of the Central Shenandoah Planning District Commission and the Staunton-Augusta-Waynesboro Metropolitan Planning Organization, which are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration, Federal Transit Administration, the Virginia Department of Transportation, or the Virginia Department of Rail and Public Transportation. This report is not a legal document, and does not constitute a standard, specification, or regulation. Although much care was taken to ensure the accuracy of information presented in this document, CSPDC does not guarantee the accuracy of this information.

Acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvement, nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

Non-discrimination

The SAWMPO ensures non-discrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regard to this plan, or if you need special assistance for persons with disabilities or language access barriers, please contact the SAWMPO. For more information, or to obtain a Title VI Complaint Form, view the SAWMPO PPP and Title VI Plans, or call (540) 885-5174.

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23 CFR, Part 450

Title 23 Code of Federal Regulations, Part 450 is Federal regulations pertaining to statewide and metropolitan transportation planning.

23 USC 134

23 United States Code 134 is the part of the USC that governs the metropolitan transportation planning process.

3C

Employing a Continuing, Cooperative and Comprehensive (3C) planning process is a requirement for all MPOs as specified in 23 CFR 450.300.

Average Annual Daily Traffic (ADT)

Average Annual Daily Traffic is a measure used primarily in transportation planning and transportation engineering. It is the total volume of vehicle traffic of a highway or road for a year divided by 365 days.

Accessibility

Accessibility is the extent to which facilities are barrier-free and useable by persons with disabilities, including wheelchair users.

Americans with Disabilities (ADA)

The Americans with Disabilities Act is a Federal law that requires public facilities, including transportation services, to be accessible to persons with disabilities, temporary disabilities and the conditions related to substance abuse.

Central Shenandoah Planning District Commission (CSPDC)

A regional planning organization that serves as the fiscal and administrative agent for the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO). The CSPDC also administers transit services for the SAWMPO area through the BRITE public transit system and provides transportation demand management services through the RideShare Commuter Assistance Program. The CSPDC provides other types of planning assistance for all localities within Augusta, Bath, Highland, Rockbridge, and Rockingham counties in the central Shenandoah Valley region of Virginia.

Constrained Long Range Plan (CLRP)

Developed and approved by the SAWMPO, the Financially-Constrained Long Range Transportation Plan (CLRP) is a regional plan that includes all transportation projects and programs that the MPO realistically anticipates can be implemented over the next 25 years. To receive federal funding, transportation projects must be included in the CLRP and the Transportation Improvement Plan (TIP).

Civil Rights Act of 1964, Title VI

Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating, on the basis of race, color or national origin, against participants or clients of programs that receive Federal funding. Subsequent laws and Presidential Executive Orders added handicap, sex, age, or income status to the criteria for which discrimination is prohibited.

Commonwealth Transportation Board (CTB)

The 17-member Commonwealth Transportation Board, appointed by the governor, establishes the administrative policies for Virginia's transportation system. The CTB allocates highway funding to specific projects, locates and provides funding for airports, seaports and public transportation.

Department of Rail and Public Transportation (DRPT)

Virginia Department of Rail and Public Transportation is an agency under the Virginia Secretary of Transportation (as is VDOT) providing technical and financial assistance to Virginia's public transit.

Disadvantaged Population

People who are unable to transport themselves or purchase transportation due to disability, income, age, or other factors.

Federal Highway Administration (FHWA)

Within the U.S. Department of Transportation, the Federal Highway Administration is responsible for highway issues, including federal laws and regulations related to metropolitan transportation planning.

Fixing America's Surface Transportation (FAST) Act

The Fixing America's Surface Transportation (FAST) Act, passed by Congress in 2015, is a funding and authorization bill to govern United States federal surface transportation spending. The $305 billion, five-year bill is funded without increasing transportation user fees.

Fiscal Constraint

Ensuring that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

Federal Transit Administration (FTA)

Within the U.S. Department of Transportation, the Federal Transit Administration is responsible for public transit issues, including federal laws and regulations related to metropolitan transportation planning.

Functional Classification

The process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Roadways are assigned to one of several possible functional classifications within a hierarchy according to the character of travel service each roadway provides. Planners and engineers use this hierarchy of roadways to channel transportation movements efficiently and cost effectively.

Highway Safety Improvement Program (HSIP)

A federal funding program that allocates funds specifically to reduce traffic fatalities and injuries on public roads. Eligible projects include safety infrastructure improvements and projects that align with the State Strategic Highway Safety Plan (SHSP) to address hazardous road conditions and highway safety challenges. The program is typically available every year.

Infrastructure Investment and Jobs Act (IIJA)

The Infrastructure Investment and Jobs Act, signed into law in 2021, is a $1.2 trillion federal funding bill that provides approximately $550 billion in new infrastructure investments over five years, including significant increases in funding for highways, bridges, public transit, rail, airports, ports, broadband, and electric vehicle infrastructure.

MAP-21

Moving Ahead for Progress in the 21st Century Act was signed into law in 2012 and provides Federal funding authority for surface transportation programs at over $105 billion for fiscal years (FY) 2013 and 2014. MAP-21 was the first long-term highway authorization enacted since 2005.

Metropolitan Planning Organization (MPO)

Federal transportation laws and regulations require the establishment of a Metropolitan Planning Organization in every urbanized area of the U.S. with a population over 50,000. MPOs are responsible for meeting the federal metropolitan planning regulations for transportation.

Multimodal

Multimodal transportation refers to the use of multiple modes of transport (such as walking, cycling, driving, and public transit) within a single trip or transportation system, allowing people to efficiently transfer between different transportation options.

National Highway System (NHS)

The National Highway System is an approximately 160,000 mile network consisting of the 42,500 miles of the Interstate system, plus other key roads and arterials through the United States. Designated by Congress in 1995 pursuant to a requirement of the Intermodal Surface Transportation Efficiency Act, the NHS is designed to provide an interconnected system of principal routes to serve major travel destinations and population centers.

Paratransit

Paratransit is defined as comparable transportation service required by the ADA of 1990 for individuals with disabilities who are unable to use fixed-route transportation systems.

Performance Measures

Indicators of how well the transportation system is performing in relation to average speed, reliability of travel accident rates, and other measures; used as feedback in the decision making process.

Policy Board

The Policy Board directs and approves transportation planning and related implementation activities within the metropolitan area. The Policy Board consists of seven elected or appointed officials from the Cities of Staunton and Waynesboro, Augusta County and VDOT. The Board adheres to and abides by the SAWMPO Bylaws.

Potential for Safety Improvement (PSI)

Potential for Safety Improvement (PSI) is a data-driven analysis used by VDOT that identifies and prioritizes locations with the highest potential for reducing crashes through targeted safety improvements. The methodology compares existing crash patterns against expected safety performance to prioritize locations.

Revenue Sharing Program

A Virginia state transportation funding program where local government funds are matched dollar-for-dollar with state funds for eligible transportation projects. Projects must be identified in local Capital Improvement Programs (CIPs) or adopted Comprehensive Plans to qualify for Revenue Sharing funding. The grant program is available every two years.

Scenario Planning

Scenario planning is a process that evaluates the effects of alternative policies, plans, and/or programs on the future of a community or region. This activity can provide information to decision-makers as they develop transportation plans.

Smart Scale

Virginia's performance-based project prioritization and funding program established under Virginia Code §33.2-214.1 that evaluates proposed transportation projects using objective, outcome-based scoring across multiple factors including safety, congestion mitigation, accessibility, economic development, environmental impact, and land use coordination. Projects are scored based on quantifiable benefits and cost-effectiveness, with the Commonwealth Transportation Board using these scores to select projects for funding, replacing Virginia's previous formula-based funding approach with a competitive, data-driven process. The grant program is available every two years.

State Transportation Improvement Program (STIP)

The State Transportation Improvement Program is a four-year programmatic document that requires joint FHWA and FTA approval and that portrays the projected use of legally committed federal obligated dollars to transportation projects over the course of the four-year documents. The STIP is produced at least every four years.

Technical Advisory Committee (TAC)

A technical advisory committee (TAC) for an MPO is a group of transportation professionals and technical staff from member jurisdictions, state agencies, and other stakeholders who provide expert analysis, review technical studies, and make recommendations on transportation planning matters to inform the SAWMPO Policy Board’s decision-making process.

Transportation Alternatives Program (TAP)

MAP-21 created a funding category for projects that enhance the compatibility of transportation facilities with their surroundings. Examples of Transportation Alternatives projects include bicycle and pedestrian paths, restoration of rail depots or other historic transportation facilities, and acquisition of scenic or open space lands next to travel corridors. The grant program is available every two years.

Transportation Analysis Zone (TAZ)

A traffic analysis zone or transportation analysis zone is the unit of geography most commonly used in conventional transportation planning models. The size of a zone varies, but for a typical metropolitan planning software, a zone of under 3,000 people is common.

Transit Development Plan (TDP)

The Transit Development Plan is a transit plan with a 10-year horizon that is updated every five years that analyzes transit service, markets, and funding to make specific recommendations for transit improvements.

Transportation Demand Management (TDM)

Transportation demand management (TDM) is defined a set of strategies aimed at maximizing traveler choices. TDM provides travelers with choices, such as work location, route, time of travel and mode. Generally, TDM is defined as providing travelers with effective choices to improve travel reliability.

Travel Demand Model

Travel demand models use current travel behavior to predict future travel patterns from a sample of travel behavior data. Travel demand models are critical tools for planners and engineers, who use them to forecast the transportation needs of the communities they serve.

Transportation Improvement Plan (TIP)

The Transportation Improvement Program is a list of projects and programs that will be implemented over the next six years. In order to receive federal funding, transportation projects must be included in the CLRP and the TIP.

Title VI Civil Rights Act of 1964

Ensures that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the United States Department of Transportation.

Unified Planning Work Program (UPWP)

This document defines the transportation planning processes and programs used by the Metropolitan Planning Organization and is normally developed and adopted on an annual basis.

Urbanized Area (UZA)

A densely developed area of 50,000 people or greater as defined by the U.S. Census, which triggers the requirement for MPO formation under federal law.

Virginia Department of Transportation (VDOT)

Virginia Department of Transportation is the agency responsible for statewide transportation facility planning, construction and maintenance. VDOT is separate from the Virginia Department of Rail and Public Transportation (DRPT).

Vision List

The SAWMPO LRTP defines the Vision List as those projects which the MPO has identified as needs for the next 25 years, but which exceed the projected available revenues for the planning period.

Vehicle Miles Traveled (VMT)

Vehicle Miles Traveled is the total number of miles driven by all vehicles within a given time period and geographic area, and it is used by regional transportation and environmental agencies for planning purposes. Since 1970, vehicle emissions have decreased even as vehicle miles traveled have increased.

Volume over Capacity (V/C)

Volume/Capacity ratio: A ratio >1 indicates the facility is carrying more traffic than it can handle and improvements may be needed.

Executive Summary

The Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) developed the Long Range Transportation Plan (LRTP) transportation plan to identify the region's transportation needs, possible transportation projects, and guide regional transportation investments over a 25-year period from 2025 to 2050. The plan addresses transportation needs across three localities serving 87,189 residents with projected growth to 100,695 residents by 2050. The Policy Board approved the 2050 LRTP on December 18, 2025, and amended the document on March 18, 2026, to account for two Metropolitan Planning Area (MPA) boundary adjustments. The MPA boundary adjustments and most current SAWMPO boundary map are documented in **Appendix D**.

Safety and Bicycle and Pedestrian Issues are Top Public Concerns

Community input from 284 survey respondents and multiple engagement events revealed clear regional priorities. Missing sidewalks and crosswalks ranked as the top concern, followed by safety issues including speeding and crashes, distracted driving, and lack of bike lanes. Waynesboro residents have the most significant transportation challenges despite being the smallest jurisdiction by area, while Augusta County residents prioritized different needs reflecting rural highway characteristics versus urban intersection problems.

Disadvantaged Population Transportation Access is a Long-term Concern

While regional population growth is stable, the region faces unique demographic challenges that influence transportation planning. The elderly population at 20.8% exceeds the state average of 16.9%, while 14.6% of residents have disabilities compared to 13.4% statewide. Waynesboro has the highest diversity with 13.4% African American and 8.8% Hispanic populations. Poverty rates vary significantly, with Waynesboro at 16.1%, Staunton at 11.4%, and Augusta County at 7.3%. These demographics impact transportation needs for alternative modes and accessibility improvements.

Safety is the Region's Most Significant Need

The region's transportation system has minimal congestion challenges compared to other Virginia metropolitan areas. The 2045 travel demand model remains valid for 2050 planning, indicating that the transportation network can accommodate projected growth with few capacity constraints outside Interstate corridors. Only four roadways will experience significant traffic increases exceeding 2,500 daily trips: US 11, US 250, Route 340, and Frontier Drive. Most congestion issues are concentrated in downtown areas and specific intersections rather than corridor-wide problems.

Safety concerns require targeted intervention. The region ranks third lowest among Virginia MPOs for total crashes per 100 million vehicle miles traveled but fatal crashes increased 48.6% between 2020-2024, averaging 10.4 annual fatalities versus 7 previously. The region has 134 Potential Safety Improvement (PSI) sites including 63 intersections and 71 segments, with Waynesboro accounting for 41% despite being the smallest jurisdiction. The region's 142.2 miles of Pedestrian and Bicycle Safety Action Plan corridors indicate safety concerns beyond existing crash locations. Interstate truck traffic reaches 30% on I-81 south of Staunton, creating freight mobility challenges.

SAWMPO Regional Goals Reflect Data Trends

The SAWMPO developed a data-driven project evaluation methodology based on six regional transportation goals established through Technical Advisory Committee review, local government input, and public

engagement. Each goal received weighted priority scores reflecting community values and jurisdictional needs. All three localities ranked safety as the top regional priority, resulting in a 35% evaluation weight. Staunton and Waynesboro prioritized accessibility, or bicycle and pedestrian improvements, and Augusta County emphasized land use coordination and economic development more than urban areas. The final goal weights reflect averaged rankings across all jurisdictions: Safety (35%), Accessibility (25%), Land Use Coordination (17%), Economic Development (13%), and Environment (10%).

Projects receive quantitative scores in each category using measurable criteria. Safety scoring uses VDOT crash data to calculate expected crash reduction benefits. Accessibility evaluation considers whether projects serve disadvantaged populations, provide multimodal travel options, and improve job access. Land use scoring assesses alignment with comprehensive plan growth areas, while economic development points reflect projected job impacts and freight connectivity. Environmental scoring evaluates air quality benefits and potential impacts to natural and cultural resources.

The 2050 LRTP Identified 22 New Projects

The financially constrained project list includes 58 projects totaling $461 million, with 36 currently funded projects worth $361 million and 22 newly identified projects worth nearly $200 million that could receive funding between 2032-2050.The resulting newly constrained project list demonstrates this methodology's effectiveness, with bicycle and pedestrian improvements receiving 7 projects, intersection improvements receiving 6 projects, and corridor improvements receiving 5 projects - all categories that score well across multiple weighted criteria. The 22 newly constrained projects include $195 million in anticipated mid- and long-term investments between 2032-2050.

Augusta County 10 projects totaling $65 million include major interchange improvements at US 250 and I-81 Exit 222 ($7.4 million), the Woodrow Wilson Rehabilitation Center long-term access road ($30.9 million), and multiple pedestrian safety corridors along Wayne Avenue, Howardsville Turnpike, and Draft Avenue. Staunton's 6 projects worth $16.7 million focus on Greenville Avenue safety improvements, the George Cochran Parkway extension with shared-use paths, and intersection modifications at West Beverley Street and Churchville Avenue.

Waynesboro's 6 projects totaling $73.9 million include the Rockfish Gateway Shared Use Path ($28.8 million), Lew Dewitt Boulevard pedestrian improvements ($17.2 million), the Lew Dewitt-Rosser Avenue connector road ($24.8 million), and strategic intersection improvements at Delphine Avenue locations. The District Grant Program funds 8 projects while other sources include the Highway Performance Program, Transportation Alternatives Program, Revenue Sharing, and developer contributions.

Vision List and Future Studies

The Vision List documents projects that are important but could either not be funded based on future revenues or need additional study. The Vision List documents important transportation projects and provides a project pipeline for future implementation. The Study List identifies 12 priority studies needed before projects can advance to further analysis, including corridor safety evaluations, greenway planning, and intersection improvement analyses. Notable studies include the US 340/Rosser Avenue Safety and Congestion Study anticipated for VDOT funding in 2025 and bicycle and pedestrian planning updates for each locality.

Chapter 1: Introduction

1 – 1 Background

As a result of the 2010 U.S. Census, the Cities of Staunton, Waynesboro, and the urbanized portions of Augusta County met the criteria to be defined as an urbanized area (UZA), which requires the formation of a Metropolitan Planning Organization (MPO) under federal law. UZAs are defined as densely developed residential, commercial, and other non-residential areas of 50,000 people or more. The SAWMPO was formed in November 2012 and received official recognition from the Governor of Virginia on March 26, 2013. Like other MPOs in Virginia, the SAWMPO is staffed by a regional planning district commission (PDC) to act as the fiscal and administrative agent. The Central Shenandoah Planning District Commission (CSPDC) is the fiscal and administrative agent for the SAWMPO.

The SAWMPO is governed by a Policy Board comprised of elected and appointed officials representing the City of Staunton, Augusta County, and the City of Waynesboro. The Policy Board appoints members to a Technical Advisory Committee (TAC) that is responsible for making recommendations to the Policy Board and providing transportation planning assistance. Both bodies operate under the SAWMPO Bylaws that define leadership responsibilities and terms.

SAWMPO partner agencies include the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), and the Virginia Department of Aviation. Individuals from each agency are also members of the Policy Board and TAC.

1 – 2 Purpose of the Plan

The SAWMPO 2050 Long Range Transportation Plan (LRTP) assesses the region's existing and future transportation network from 2025 to 2050. The primary purpose of this document is to:

- Ensure the SAWMPO is compliant with federal metropolitan planning requirements
- Assess the regional transportation network
- Evaluate the impact of population and employment growth over the next 25-years on the transportation network
- Identify regional transportation needs
- Identify regional transportation planning goals
- Identify priority transportation projects in the region

The 2050 LRTP replaces the 2045 LRTP, which was approved on December 2, 2020. The 2050 LRTP update process began in March 2024, and the document was approved on December 17, 2025. The SAWMPO TAC and Policy Board informed each key step in the process.

1 – 3 Federal Laws Informing the Process

The SAWMPO is a sub-recipient of federal funding and subject to federal regulations related to MPO transportation planning. A primary purpose of the LRTP is to establish the SAWMPO's compliance with all

current federal laws and regulations. The SAWMPO LRTP was developed in accordance with the current Infrastructure Investment and Jobs Act (IIJA) federal transportation law passed in 2021. The IIJA replaced the previous federal transportation law, the FAST Act, in 2021. The IIJA informs how transportation investments are conceived, planned, funded, and implemented at the state and regional government levels.

The Federal Transportation Planning Framework

The SAWMPO must meet the requirements of the federally-mandated IIJA transportation planning processes by developing and maintaining three core planning documents:

1. The *Unified Planning Work Program (UPWP)* defines the SAWMPO planning activities budget and is updated each year.
2. The *Transportation Improvement Program (TIP)* identifies transportation projects within the SAWMPO scheduled to be funded over the next six years and will receive federal transportation funding, require a federal action, or are deemed "regionally significant." Federal regulations require that all federal transportation projects and programs in the SAWMPO region be listed in the TIP.
3. The *LRTP* defines the long-range transportation needs and includes a fiscally-constrained list of projects that will be eligible for inclusion in the TIP. Through the LRTP, the SAWMPO establishes the investment priorities of federal transportation. The LRTP is reviewed and updated every 5 years, and must cover at least a 20-year planning horizon. The SAWMPO LRTP uses a 25-year planning horizon.

Federal Transportation Planning Factors and the 3-C Agreement

Planning Factors

The IIJA identifies ten planning factors (23 CFR § 450.306) which must be considered as part of the transportation planning process for all metropolitan areas. The planning factors were integrated into the development of the LRTP, and include the following:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism

3-C Agreement

Federal code 23 CFR § 2450.300 requires that all MPOs include a continuing, cooperative, and comprehensive (3-C) process for regional transportation planning to ensure coordination between all levels of government, the public, and stakeholders. The C-3 process includes:

- Continuing. The planning process is on-going and includes monitoring, evaluation, and updates.
- Cooperative. The planning process includes collaboration among government, the public, and stakeholders to ensure transportation projects address regional transportation planning goals.
- Comprehensive. The planning process considers a wide range of factors, including safety, economic development, and the environment, and all modes of transportation. (including all modes)

Compliance with Other Federal Regulations

The SAWMPO is a sub-recipient of federal financial assistance and is required to comply with Title VI and other federal non-discrimination laws. The SAWMPO 2050 LRTP assesses how transportation projects can improve access to every mode of transportation for all people.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating based on race, color, or national origin against participants or clients of programs that receive federal funding. Subsequent laws and Presidential Executive Orders expanded the protected criteria to include disability, sex, age, and income status. The document assesses how existing transportation infrastructure relates to disadvantaged populations in **Chapter 3**, and how proposed future transportation projects relate to disadvantaged populations in **Chapter 7**.

Americans with Disabilities Act (ADA)

The ADA was established in 1990 and prohibits discrimination by public entities on the basis of disability. A primary function of transportation planning is to ensure all people have transportation access for all activities, from employment to recreation. LRTP identified in the fiscally-constrained project list in **Chapter 7** are evaluated for ADA-compliance during the planning, design, and engineering stages.

Chapter 2: Public Engagement

This chapter covers the 2050 LRTP public and stakeholder engagement three-phase outreach process. Phase I gathered input from the public, stakeholders, and local government staff to understand the region's transportation vision, needs, and priorities, the second phase focused on receiving public comment on proposed LRTP projects and studies. Phase III provided an opportunity for the public and local, state, and federal agencies to review and comment on the entire draft document.

The public input informs the SAWMPO's regional transportation goals and project evaluation process (see **Chapter 6: Goals and Project Evaluation**), assists the SAWMPO, VDOT, and localities with justifying the future implementation of specific transportation projects, and also informs which future transportation studies the SAWMPO should conduct.

Staff worked with Avid Core, a public consulting firm, to develop the engagement process and create a Social Pinpoint website summarizing the key public engagement takeaways, which is available at www.connect.cspdc.org/sawmpolrtp. Staff also developed a 2050 Phase I Public Engagement Summary document, which is a companion document to the 2050 LRTP and included in Appendix C. The document is also available on the SAWMPO website and the 2050 LRTP Social Pinpoint website. Overall, the 2050 LRTP public input was consistent with previous LRTP updates and highlighted safety, bicycle and pedestrian connectivity, and transit route service and connectivity as top priorities.

This chapter includes:

- 2 – 1 Phase I: Transportation Visioning
- 2 – 2 Phase II: Input on Proposed LRTP Projects
- 2 – 3 Resource Agency Review

2 -1 Phase I: Transportation Visioning

SAWMPO staff conducted Phase I from August to September 2024 to assess current and future transportation needs and develop a community vision for the region's future transportation network. Phase I consisted of an online survey, three in-person pop-up events, and targeted community stakeholder consultations. More details on the Phase 1 takeaways highlighted below can be found in the 2050 Phase I Public Engagement Summary document.

Phase I Visioning Survey

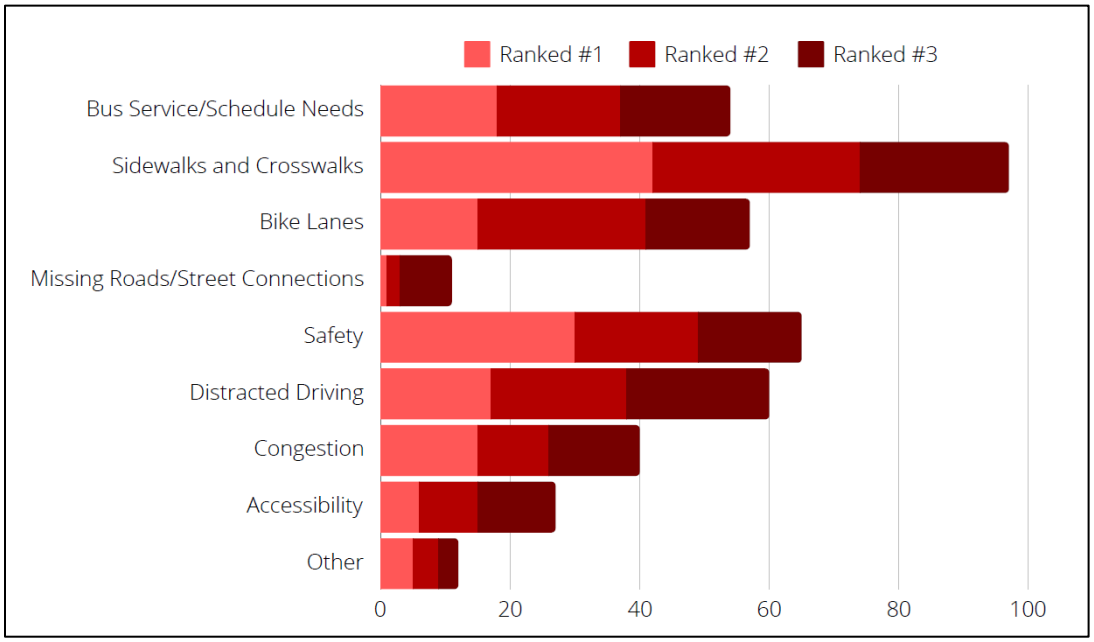
A total of 284 people responded to the survey between August 12 and September 30, 2024, through questions related to transportation issue prioritization and an interactive mapping activity that allowed respondents to visualize the location of specific issues. The Phase I survey utilized the MetroQuest platform and was promoted through multiple channels including social media, email distribution lists, flyers with QR codes, pop-up events, and word of mouth throughout the region. The survey was offered in both English and Spanish.

Main Transportation Priorities

Survey participants ranked their top three transportation issues with "1" being the highest area of concern. Areas of concern included missing sidewalks and crosswalks, lack of bike lanes, safety (speeding, crashes),

accessibility, distracted driving, bus service and schedule needs, congestion, other concerns, and missing road/street connections (see **Figure 1**).

Figure 1: Ranked Transportation Options Based on Phase I Public Input



Missing sidewalks and crosswalks were the highest-ranked priority issue, followed by safety, distracted driving, and lack of bike lanes. Bus service and schedule needs, accessibility, and congestion received moderate priority rankings, while missing road/street connections received lower priority rankings.

Map Marker Exercise

Respondents identified site-specific concerns by dragging and dropping pins to a location on the map. Each pin represented a different transportation issue for safety, congestion, walking and crossing, bike area, bus route or stop needed, and speed issues. Users could also leave a comment to further describe each issue. After dropping a pin, the survey prompted respondents with a question box that asked, "What do you want to tell us about this area?" which enabled the collection of both geographic and qualitative data about the issue.

Safety and bicycle and pedestrian safety and connectivity needs were the top two most placed pins on the map. While operations and congestion-related issues were not a top concern, it is important to note that most congestion-related issues indicated were along the SAWMPO's major, inter-regional roads such Route 11, Route 250, Route 340, and I-81 and I-64 interchanges.

Community Consultations and Pop-up Events

Prior to the survey launch, SAWMPO staff conducted five community consultation sessions in August 2024 with representatives from 20 organizations serving the SAW region, including business associations, elderly services, healthcare providers, housing authorities, educational institutions, and social service agencies. Organizations

highlighted various barriers their constituents face, including limited digital access, time constraints, language barriers, and trust issues with government agencies.

To reach traditionally underrepresented populations, SAWMPO staff conducted pop-up engagement events throughout August and September 2024 at various community locations including city and county farmers' markets, a Newtown neighborhood event, an African-American festival in Staunton, and BRITE Transit events. These events complemented the online survey and helped gather input from residents who might not otherwise participate in traditional public engagement processes.

2 - 2 Phase II: Project and Study Input

The second LRTP public engagement phase focused on receiving feedback on the proposed projects and studies identified in the 2050 LRTP. This phase utilized the Social Pinpoint platform to provide access to project maps and descriptions. The website was available to the public from February 18 to March 31, 2025, and was advertised in local newspapers, the SAWMPO website, and social media accounts associated with MPO localities.

Staff also conducted three in-person engagement events to supplement the online survey:

- March 1, 2025: Event at Staunton YMCA
- March 4, 2025: Event at Stuarts Draft High School
- March 29, 2025: Event at Waynesboro YMCA

Interactive Map

The online platform featured an interactive project map where users could provide input on 23 specific transportation projects and 15 transportation studies proposed across the three localities. Projects were categorized as intersection improvements, roadway projects, pedestrian projects, and proposed studies. Users could click on project markers to view photos, detailed descriptions, estimated costs, indicate a level-of-support ranking for each project, and comment on each project. The survey generated 201 contributions on the interactive map.

Figure 2: Key Phase II Survey Project Takeaways

Project Input

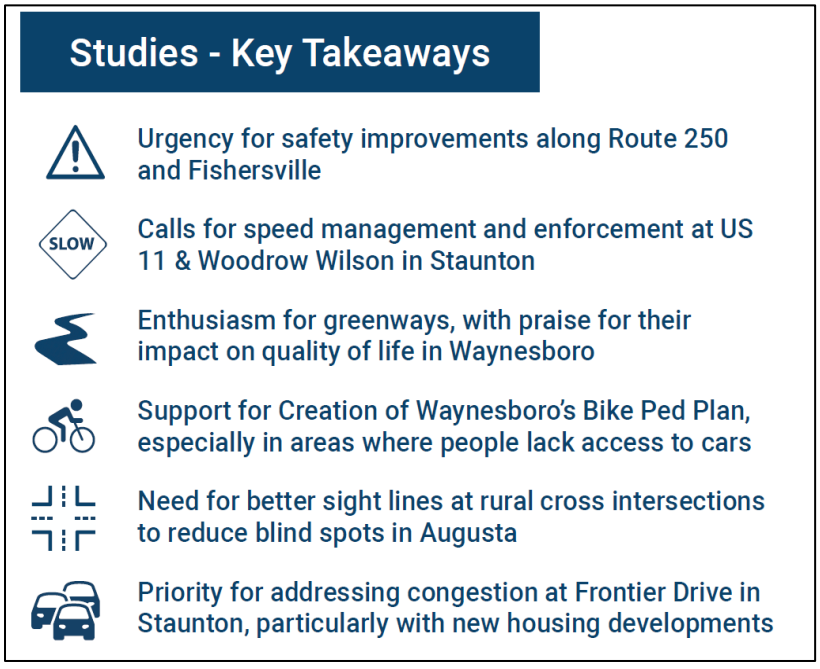
Overall support for projects was high, with 89% average support across all projects and 16 of 23 projects receiving 100% support. Pedestrian projects received the highest support at 99 percent, roadway projects received 95 percent support, and intersection improvements received 76% support. A list of all projects and studies is in **Chapter 7: Transportation Projects**.

The results showed community preferences for safety improvements and bicycle and pedestrian infrastructure, with all projects explicitly mentioning safety improvements and bicycle and pedestrian facilities receiving 100 percent support. Roundabouts received generally favorable but lower overall support at 83% support, suggesting community acceptance but with some reservations. Non-roundabout intersection improvements had the lowest overall average support at 58.89 percent, particularly when projects appeared to restrict traffic movements or create perceived inconvenience for drivers. Comments emphasized the need for comprehensive, corridor-wide improvements rather than isolated intersection modifications.

Study Input

The survey also included 15 studies across each locality, and users could indicate a level-of-urgency for each study and provide general comments about study needs. A final study list is in **Chapter 7: Transportation Projects**. The study prioritization results demonstrated strong community support for pedestrian and bicycle infrastructure improvements, while showing more mixed support for studies focused on roadway capacity expansion or specific intersection improvements.

Figure 3: Phase II Survey Study Takeaways



2 – 3 Resource Agency Review

Federal regulation requires MPOs to consult with federal, state, and local resource agencies responsible for managing, regulating, or establishing policy affecting natural and cultural resources to ensure that proposed projects do not have an undue negative impact of the surrounding environment. The SAWMPO contacted the following list of resource agencies (see **Table 1**).

Table 1: Federal, State, and Local Resource Agencies

Federal Agencies	State Agencies	Regional/Local Partners
Federal Highway Administration (FHWA)	Virginia Clean Cities (VCC)	Amtrak
Federal Transit Administration (FTA)	Virginia Department of Conservation and Recreation (VDCR)	Buckingham Branch Railroad
National Park Service (NPS)	Virginia Department of Emergency Management	CSX
United States Army Corps of Engineers (USACE)	Virginia Department of Environmental Quality (VDEQ)	Greater Augusta Regional Tourism
United States Environmental Protection Agency (USEPA)	Virginia Department of Forestry (VDOF)	Norfolk Southern
United States Department of Agriculture (USDA)	Virginia Department of Wildlife Resources (DWR)	Shenandoah Valley Railroad
United States Fish and Wildlife Service (USFWS)	Virginia Department of Historic Resources (VDHR)	Virginia Regional Transit
United States Geological Survey (USGS)	Virginia Marine Resources Commission (VMRC)	

Chapter 3: Regional Context

This chapter summarizes the existing population and employment and future growth in the region. Population and employment data assists with understanding how to assess current and future travel demand. Unless otherwise noted, all data and maps are based on data from the U.S. Census Bureau's 2018-2022 ACS Five-Year Estimates block group data. Due to some Census block groups extending beyond the SAWMPO boundary, the data for some block groups does not perfectly reflect the demographic characteristics of the SAWMPO.

This chapter includes:

- 3 – 1 Regional Context
- 3 – 2 Socio-Demographic Profile
- 3 – 3 Employment Profile

3 – 1 Regional Context

The SAWMPO planning area includes the cities of Staunton and Waynesboro and the portion of Augusta County that is expected to urbanize in the next 25 years, including Fishersville, Verona, Stuarts Draft, Jolivue, Weyers Cave, and Lyndhurst (see **Map 1**)[1]. Unless otherwise noted, reference to Augusta County refers to the area within the SAWMPO's planning area. The SAWMPO is situated in the scenic Shenandoah Valley, which has a rich history and agricultural tradition, and is near destinations such as Skyline Drive, Blue Ridge Parkway, and Shenandoah National Park.

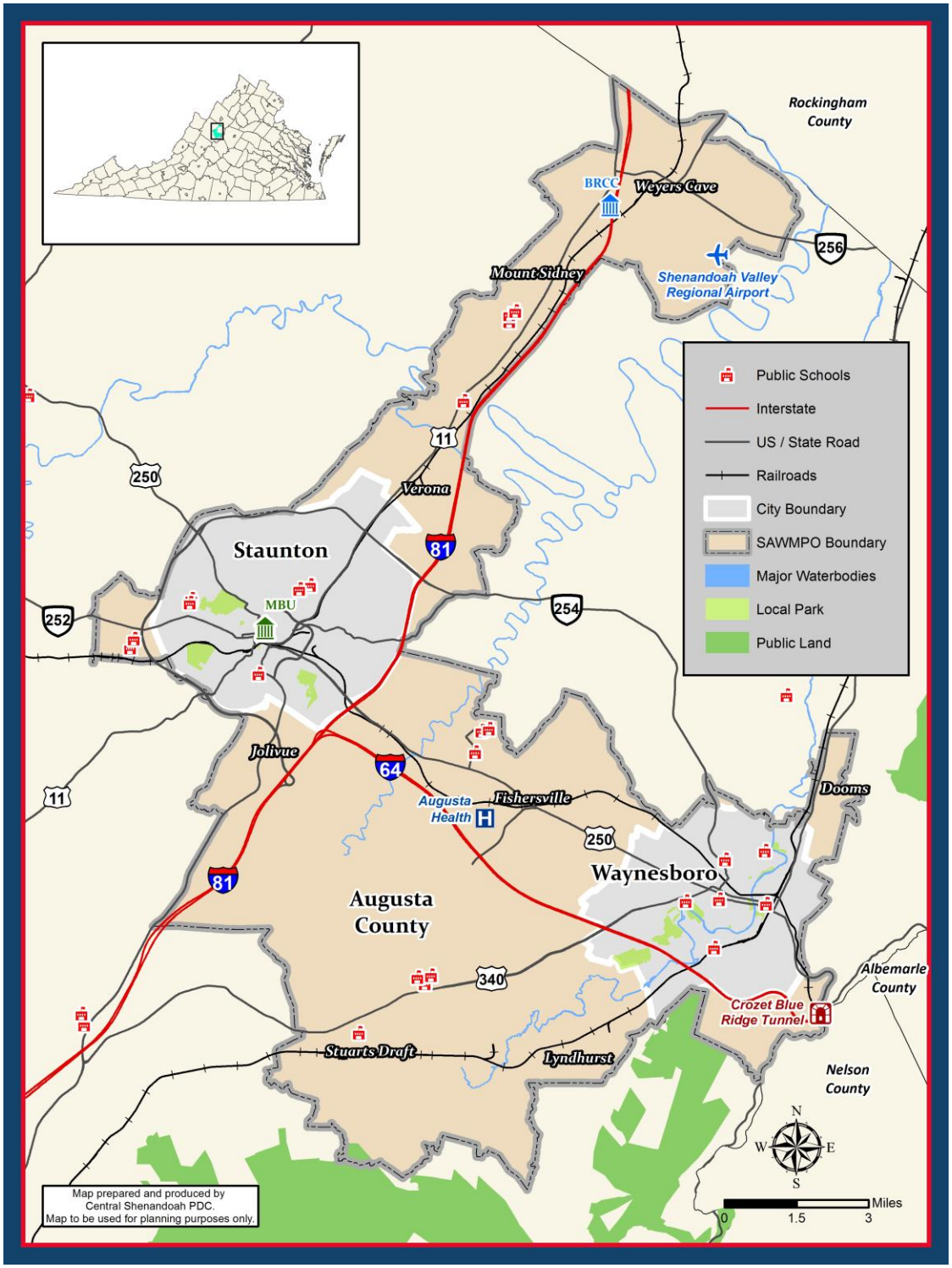
Staunton served as a regional capital and major trading center in colonial times, later becoming the first city in the country to adopt a city manager form of government in 1908. Today, Staunton is known as the birthplace of President Woodrow Wilson and home to Mary Baldwin University and the Virginia School for the Deaf and Blind, and cultural attractions including the American Shakespeare Center's Blackfriars Playhouse and the Museum of American Frontier Culture, maintaining its role as an important regional center in the Shenandoah Valley.

Augusta County is Virginia's second-largest county by total area, has the most farm acreage by county in the state, and ranks second in farm income in the state. The County is an important agricultural and manufacturing center in the Shenandoah Valley, with major employers including Augusta Medical Center, Hershey, and McKee Foods, and includes major incorporated areas in the SAWMPO such as Fishersville, Stuarts Draft, Verona and Weyers Cave.

Waynesboro is the region's most demographically diverse locality and serves as a gateway to the Blue Ridge Parkway and Shenandoah National Park. The City's attractions include the nationally-known Wayne Theater and P. Buckley Moss Art Gallery. The City was a major regional center of chemical manufacturing in the early to mid-20th century, and in recent years the City has begun establishing a reputation as an outdoor recreation-centered destination with an extensive greenway network and natural spring-fed native trout fishing along the South River.

[1] In February 2025, the SAWMPO Policy Board approved an expansion of the SAWMPO boundary south to include the Greenville area in Augusta County, which is a Census-designated place and identified as an area of future growth by the county. All MPO boundary adjustments must also be approved by state DOTs and the state governor. In April 2025, VDOT approved the boundary adjustment; however, the Governor's Office has yet to formally approve the adjustment. As a result, the 2050 LRTP uses the previous MPO boundary for all planning in this document.

Map 1: SAWMPO Planning Area



Population[2]

Table 2 shows the SAWMPO population trends. In 2022, the estimated total population was 87,189 people, which was a 4.93% increase from 2017 (see **Map 2**). The SAWMPO region will experience stable growth through 2050, with the population increasing 15.5% over the planning period. The SAWMPO region will grow from 87,189 residents in 2022 to 100,695 residents by 2050. Augusta County will drive this growth, with its MPO population increasing from 38,879 to 45,910 residents (18% increase). Staunton and Waynesboro will experience modest growth, reaching 29,139 and 25,646 residents respectively.

Table 2: Population Projection Comparison, 2045 and 2050

Population Projections					
Source	**2045 Plan Population (Weldon Cooper Center)**		**US Census**	**2050 Plan Population (Weldon Cooper Center)**	
Year	**2018 (estimate)**	**2045 (projection)**	**2020**	**2022 (estimate)**	**2050 (projection)**
Augusta County	75,254	87,939	77,487	77,758	87,133
Augusta County within MPO	35,914	48,366*	38,744	38,879	45,910**
Staunton	24,972	25,468	25,750	25,773	29,139
Waynesboro	22,285	25,332	22,196	22,537	25,646
Total within MPO	**83,171**	**99,166**	**86,690**	**87,189**	**100,695**

*Estimates 50% of the County's new population growth is within the MPO

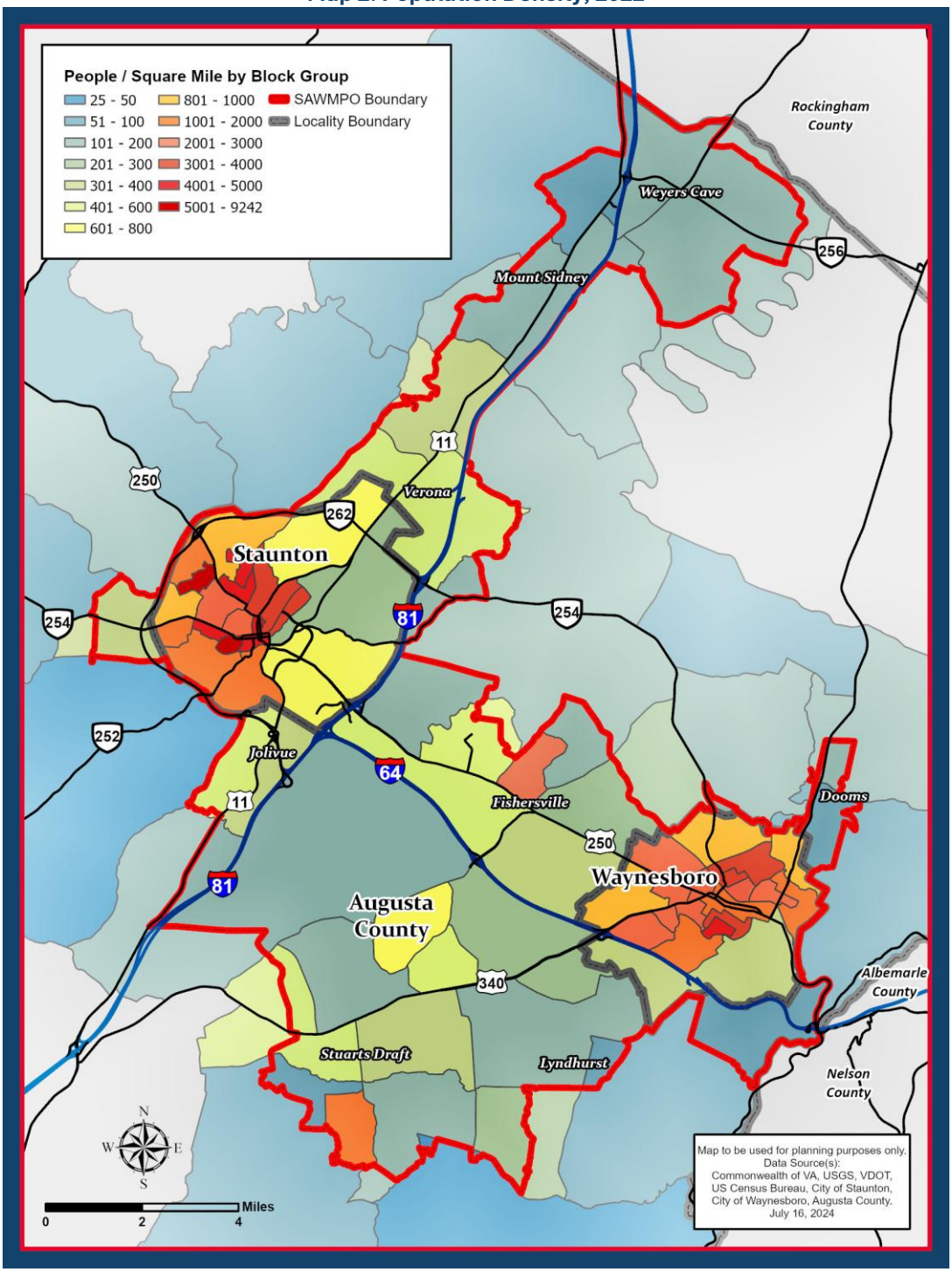
**Estimates 75% of the County's new population growth is within the MPO

Of the 13,506 new people within the SAWMPO by 2050, 52% will be in Augusta County, 25% in Staunton, and 23% in Waynesboro. Augusta County's concentration within the MPO will increase from 50% of the total county population in 2022 to 53% by 2050.

The population projections include the assumption that 75% of new population growth in the County will occur within the SAWMPO based on the 2025 Augusta County Comprehensive Plan assumption that 80% of all new population growth will occur with the County's Urban Service Areas, most of which are within the SAWMPO boundary.

[2] The U.S. Census is the primary data source. The SAWMPO boundary is not contiguous with census tract limits, requiring that data be extrapolated relative to the size of the census tracts that intersect the boundary.

Map 2: Population Density, 2022



3 – 2 Socio-Demographic Profile

The SAWMPO analyzed disadvantaged population subgroups including poverty, minority, senior, disability, language access barriers, and zero-car household populations using 2022 U.S. Census block group data. The analysis assists with determining how to address current and future transportation needs for population subgroups that have unique transportation challenges related to an increased need for alternative modes of vehicular travel due to health, economic, or personal preferences.

The following SAWMPO subgroups exceed statewide averages, which could have long-term transportation planning implications:

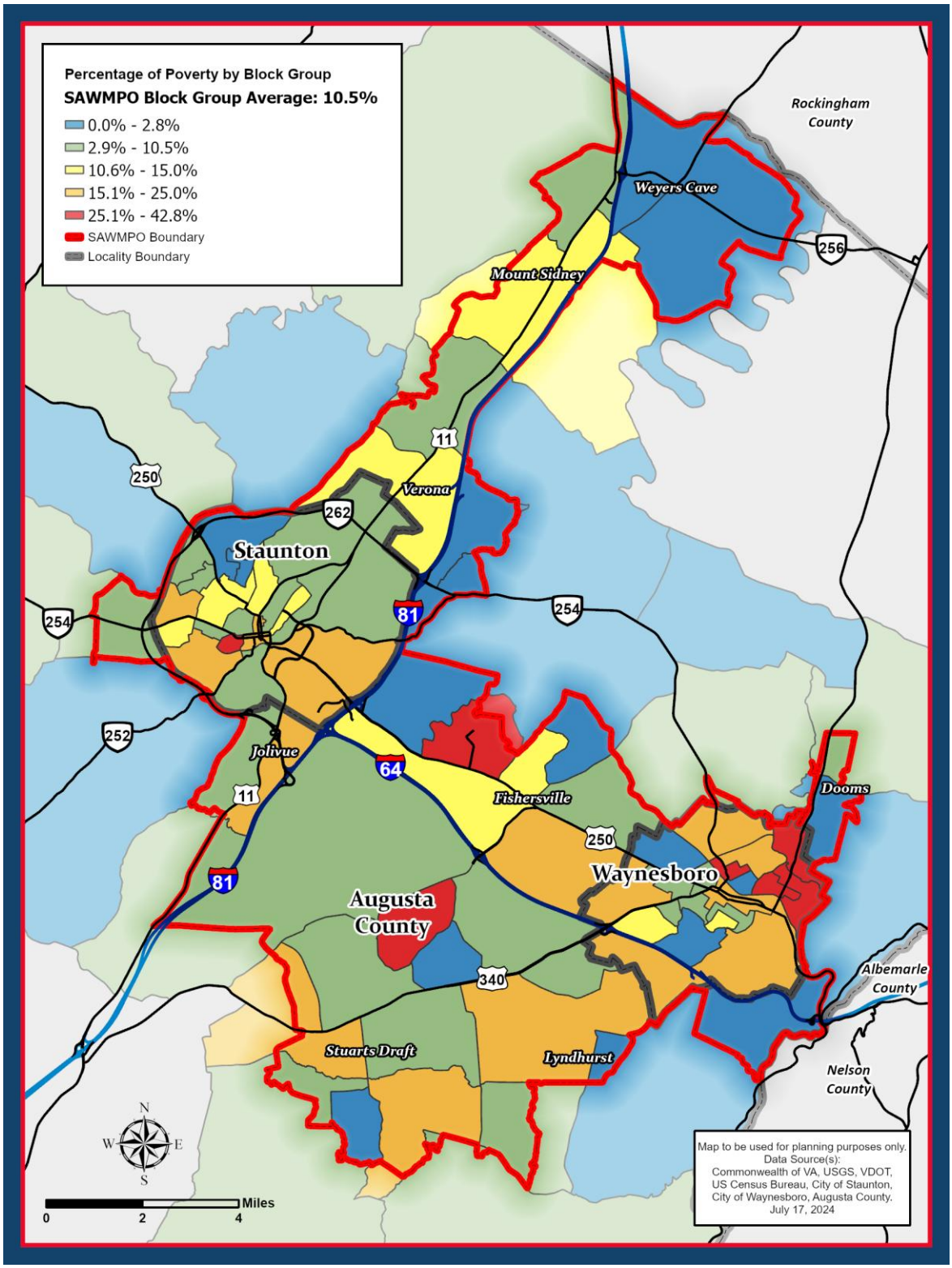
- Poverty: Areas in Staunton and Waynesboro are higher than the statewide average of 10.5%
- Elderly Population: 20.8% are 65+, compared to 16.9% statewide
- Disabled Population: 14.6%, exceeding state (13.4%) and national (12.7%) averages

Poverty

The US poverty rate is the percentage of the population whose annual pretax money income falls below the official poverty threshold, which is a dollar amount that varies by family size and is set by the U.S. Census Bureau. Based on 2022 Census data, the percentage of people living below the poverty level was 11.4% in Staunton, 16.1% in Waynesboro, and 7.3% in Augusta County (see **Map 3**). The SAWMPO block group poverty average is 10.5% compared to the statewide poverty rate of 10.6% in 2022.

The areas with the highest poverty percentages are in located in western Staunton, in the southern, eastern, and northern portions around Waynesboro, and north of Stuarts Draft, all which have poverty rates above 30%. Since 2017, poverty in Waynesboro in particular has increased, with rates exceeding 30% in southern, eastern, and northern regions. Augusta County shows a mixed pattern, with some areas having an increased poverty rate (15.1% to 25%), such as around Fishersville, while others have improved to below 10.5%.

Map 3: Poverty Rates in the SAWMPO Region, 2022

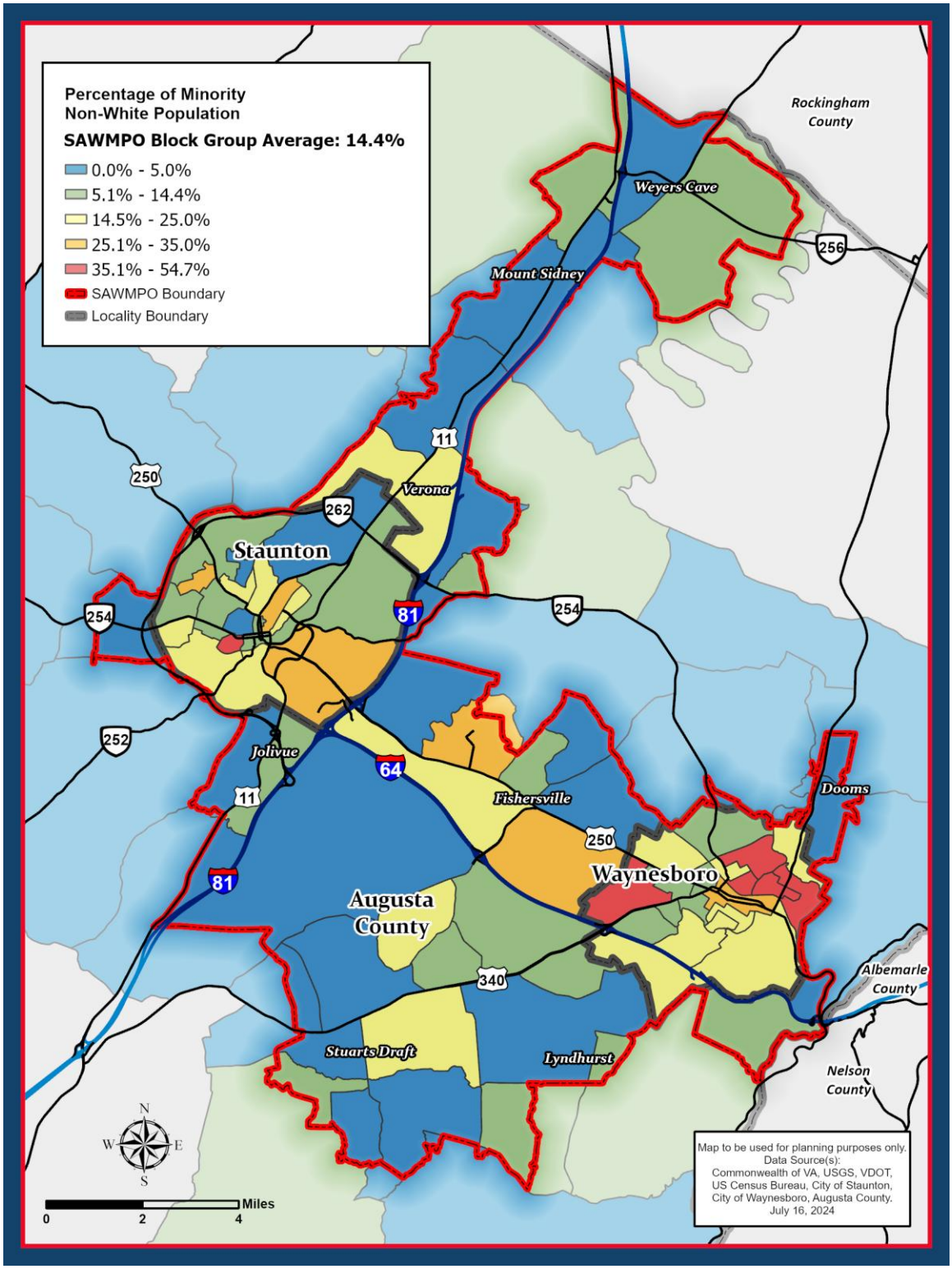


Minority Populations

The U.S. Census defines minority populations as all non-Hispanic white populations. Based on 2022 Census data, the SAWMPO block group average for minority populations is 14.4%, which is significantly lower than the statewide average of 37% (see **Map 4**). Waynesboro is the most diverse community in the SAWMPO area and has the highest percentage of both African American (13.4%) and Hispanic or Latino (8.8%) populations. Comparatively, Staunton is 11.2% African American and 4.23% Hispanic or Latino, while Augusta County is 4% African American and 3.6% Hispanic or Latino.

SAWMPO numbers are lower than the state average of 20.7% African American and 10.5% Hispanic or Latino. Non-white populations are more likely to be found in the older neighborhoods located adjacent to downtown Staunton and Waynesboro, with a particularly high concentration in eastern and northern Waynesboro and south of downtown Staunton.

Map 4: Minority Non-White Population in the SAWMPO, 2022

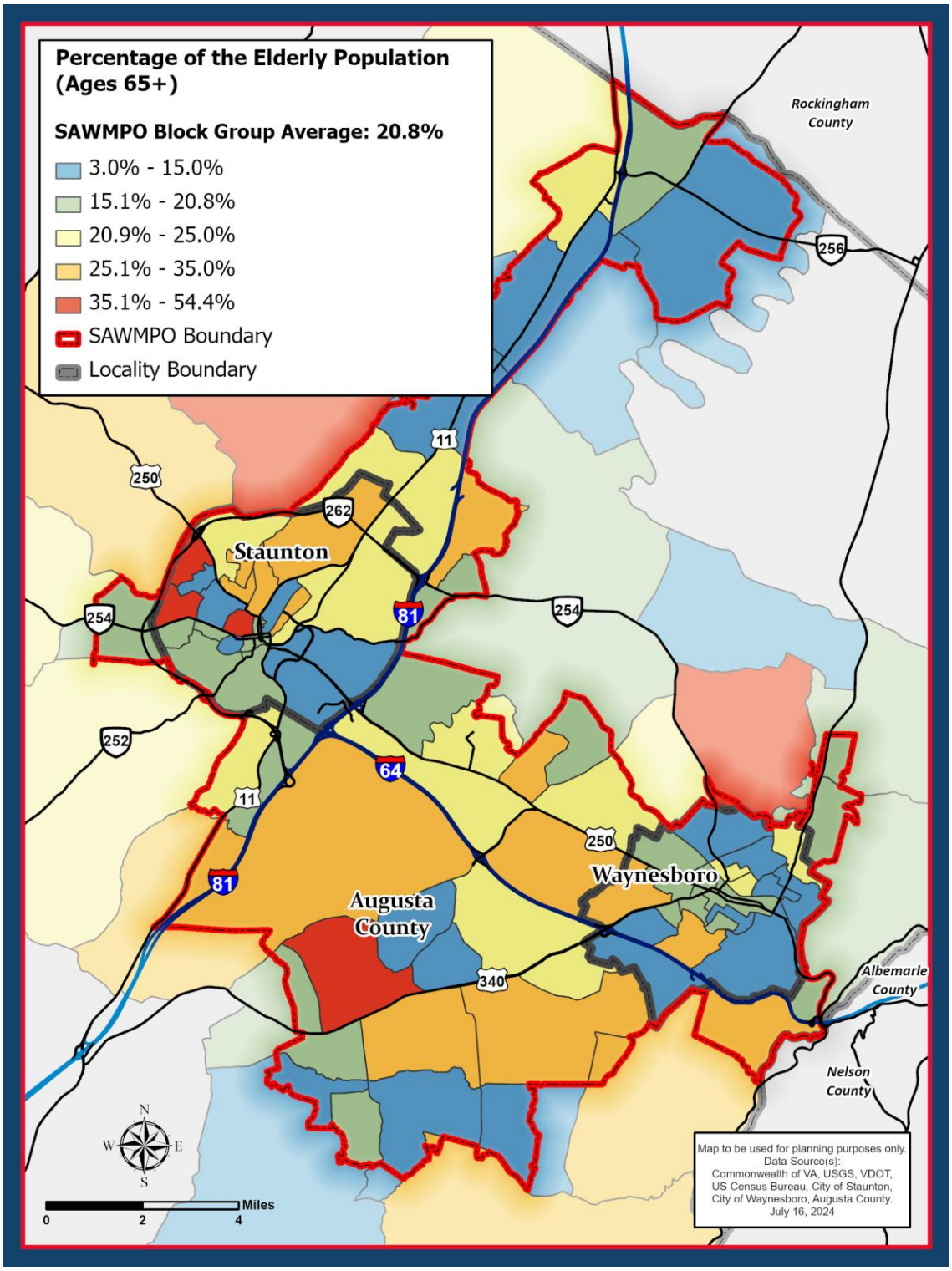


Elderly Population

The U.S. Census Bureau defines the "elderly population" as individuals aged 65 and older. Based on 2022 Census data, the 2022 SAWMPO block group average population of elderly persons (65 years of age and over) is 20.8%, which is higher than the 2022 state average of 16.9% (see **Map 5**).

Since 2017 data documented in the 2045 LRTP, there have been noticeable shifts in the distribution of elderly residents. The areas with the highest percentages of elderly individuals is concentrated in western Staunton, west of Waynesboro, Stuarts Draft, and areas in between Jolivue and Stuarts Draft south of I-64.

Map 5: Elderly Population in the SAWMPO, 2022

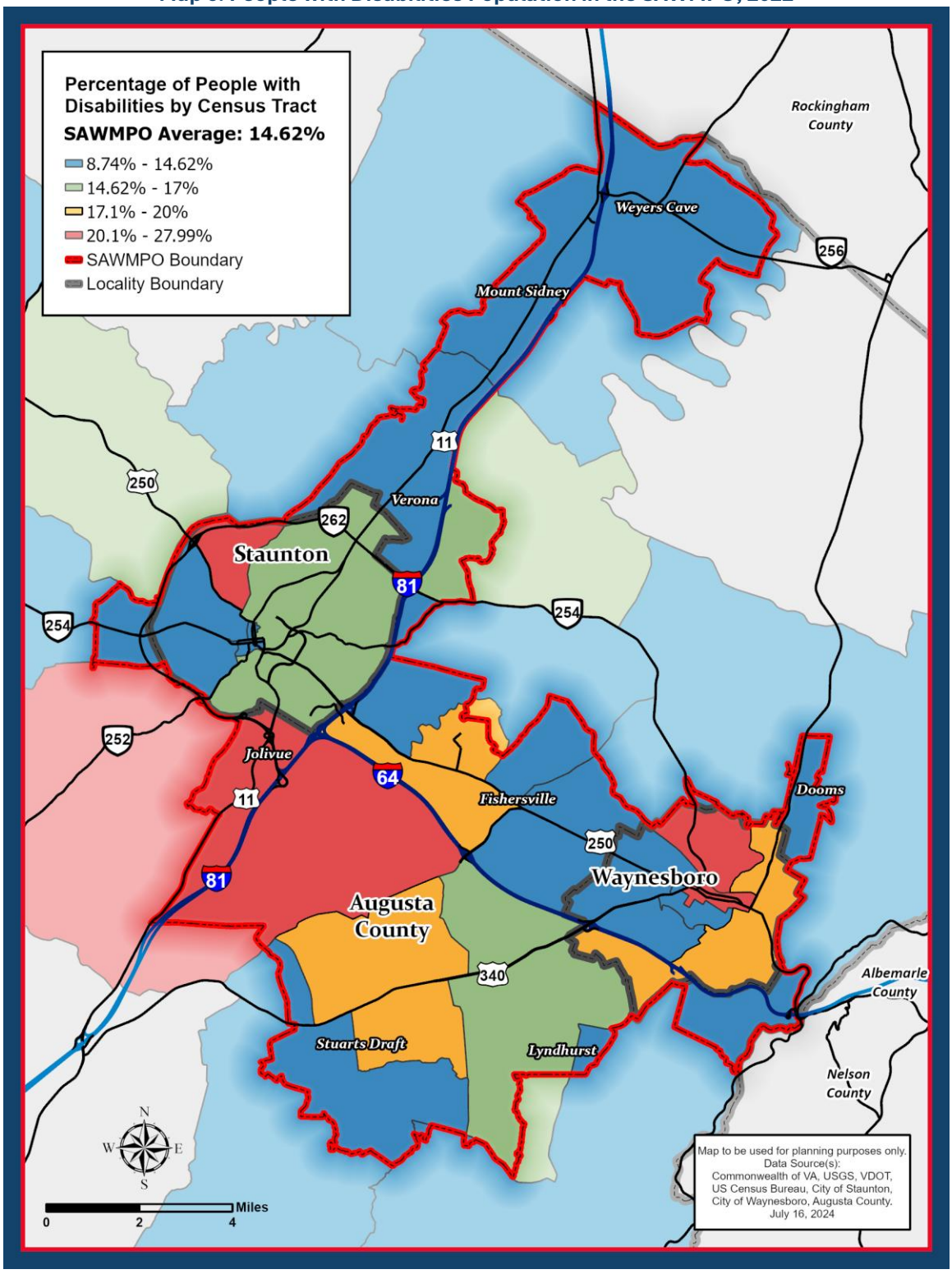


Disability

The U.S. Census collects information on disabled persons by asking questions on six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. Based on 2022 Census data, the SAWMPO census tract average population of disabled persons since 2017 has increased slightly from 14% to 14.6%, which still remains higher than national (12.7%) and state (13.4%) figures.

Map 6 highlights areas with higher concentrations of the population with disabilities. Based on 2022 data, Staunton has 15% of residents with a disability, which is similar to the 2017 percentage. Waynesboro has 16.8% of residents with a disability, and much of the city is within the 17% - 20% range. Augusta County's disabled population increased to 16.3% in 2022, which is a 3% increase since 2017, with areas such as Lyndhurst now in the highest percentage range (20.1% - 28%); however, other parts of the County continue to remain within the 2017 percentage.

Map 6: People with Disabilities Population in the SAWMPO, 2022

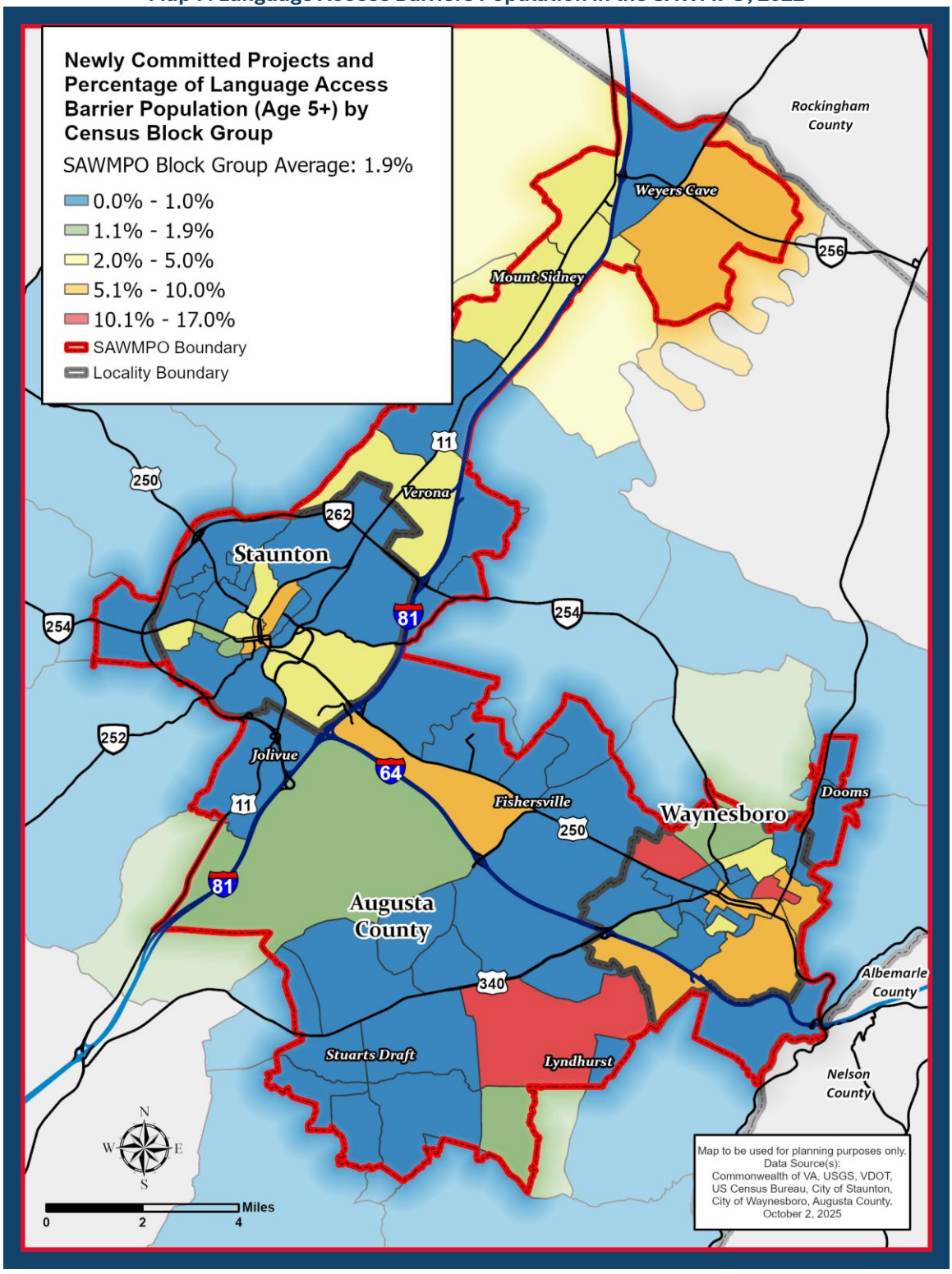


Language

Populations with language access barriers are defined by the U.S. Census as the percentage of the population over age of 5 that speaks English “well,” “not well,” or “not at all.” This group often relies more heavily on public transportation options due to language barriers that can limit their access to driver's licenses, understanding of road signs, and overall navigation of transportation systems. Based on 2022 US Census data, the SAWMPO LEP population is 1.9%, lower than the state average of 5.8% (see **Map 7**).

In Waynesboro, some areas have increasing LEP populations since the 2045 LRTP, with some areas now within the 5.1% to 10% range. Other areas of growth in the LEP population are near Weyers Cave and the Lyndhurst areas, with both areas now over 10% in LEP population.

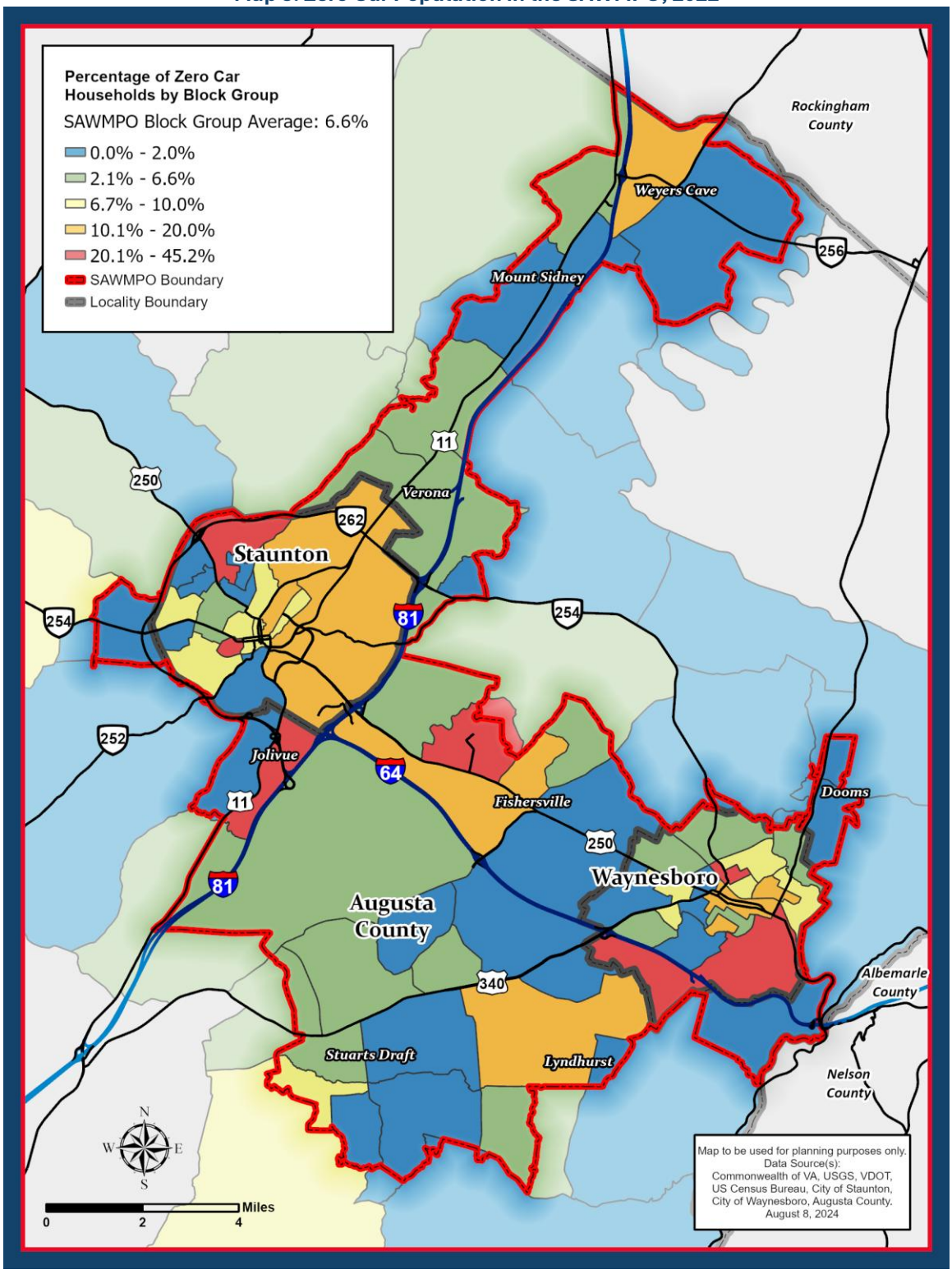
Map 7: Language Access Barriers Population in the SAWMPO, 2022



Zero Car Households

The U.S. Census Bureau defines zero-car households as households that do not own or have access to any private vehicles. On average, 6.6% of households in the SAWMPO area do not own a vehicle (see **Map 8**). The highest percentage zero household populations of between 20 to 45% are in the areas of downtown and northwestern Staunton, eastern and southern Waynesboro, Jolivue, and Fishersville.

Map 8: Zero Car Population in the SAWMPO, 2022



3 – 3 Regional Employment

The SAWMPO region supports a diverse workforce with low unemployment. Augusta County's economy is centered on manufacturing, government, healthcare and social assistance, transportation and warehousing, and construction, and a high number of family-owned farms. Waynesboro's economy centers on retail trade, which is 20% of employment, manufacturing, government, and accommodation/food services. Staunton serves as a government and healthcare hub, which is 24.6% of all employment, healthcare and social assistance, accommodation/food services, and retail trade. The region's major employers span healthcare, education, manufacturing, and public services across all three localities (see **Table 3**):

Table 3: Top 10 Employers by Locality

Rank	Augusta County	Waynesboro	Staunton
1	Augusta Medical Center	Waynesboro School Board	Western State Hospital
2	Augusta County School Board	Walmart	Staunton City School Board
3	The Hershey Company	City of Waynesboro	City of Staunton
4	Target Corp	A&AT LLC	Fisher Auto Parts Inc.
5	McKee Foods Corporation	DuPont Community Credit Union	Walmart
6	AAF McQuay Inc.	Virginia Panel Corporation	Lumos Payroll Corp
7	County of Augusta	Chicopee Incorporated	Virginia Panel Corporation
8	Hollister, Inc.	Specialty Blades	Chicopee Incorporated Dip
9	NIBCO of Virginia	Best Buy	Mathers Construction Company
10	Innovative Refrigeration Systems Inc	Dejarnette Center for Human Development	Lowes' Home Centers, Inc.

Employment numbers are general estimates and are less accurate than other types of socio-economic data due to reporting being depending by private sector response rates to federal data requests. As a result, employment numbers in this section include the entire Metropolitan Statistical Area (MSA), which includes Staunton, all areas of Augusta County outside the SAWMPO boundary, and Waynesboro. Additionally, SAWMPO includes regional employment numbers outside of the MPO due to the impacts of traveling to and from work from outside the SAWMPO region.

2022 Base Year Employment

The 2022 employment baseline averages from five data sources (Virginia Employment Commission (VES), Bureau of Labor Statistics (BLS), US Census, Data Axle, and Woods and Pool) show 54,837 total jobs in the region. The employment distribution includes Staunton with 12,880 jobs (23.5%), Waynesboro with 11,154 jobs (20.3%), and Augusta County with 30,803 jobs (56.2%).

Comparing 2045 with 2050 LRTP data, Staunton and Waynesboro have similar base year employment estimates; however, there is significant variation in Augusta County. For instance, based on 2022 data, the U.S. Census estimated a total of 22,743 jobs in the County, and Woods and Pool estimated 38,165; the remaining three data sources had less variation. Further, the 2045 data utilized a private data source that is no longer accessible, so staff were unable to compare the same sources over LRTP planning periods. As a result, a mean

number between all data sources of 30,803 jobs was assigned to Augusta County for the base year, which is higher than the 2045 LRTP base and projection data.

2050 Employment Projections

According to VTrans, Virginia's statewide transportation policy plan, the CSPDC region's annual employment growth rate between 2019 and 2050 is anticipated to be .97%, and Woods and Poole projects .87% growth between 2022 and 2050. The SAWMPO employment rate is above average compared to other small metropolitan areas and is within the typical range for similar-sized communities in the state, with rural areas generally having 0.2% to 1.5% annual employment growth.

However, the 2045 Plan projected a .42% annual employment growth rate. Due to the discrepancy in employment projections, the 2050 LRTP applied a conservative .67% growth rate, which is between both 2045 applied rates and the VTrans and Woods and Poole data sources. Based on these assumptions, the MSA region employment will increase by 11,274 jobs between 2022 and 2050. While Staunton and Waynesboro projections have limited variability between 2045 and 2050 data sources, the County's significant increase in future-year employment is based on the high base-year number (see **Table 4**).

Table 4: Employment Projections Comparison for the MSA, 2045 and 2050

Employment Projections				
	2045 Plan Employment		2050 Plan Employment	
Year	**2018**	**2045**	**2022**	**2050**
Augusta County	26,340	29,516	30,803	37,136
Staunton	13,233	14,758	12,880	15,528
Waynesboro	11,168	12,487	11,154	13,447
MSA Total	**50,742**	**56,761**	**54,837**	**66,111**

Chapter 4: Existing Transportation Network and Conditions

This chapter summarizes the existing SAWMPO transportation network and conditions, which includes roads, public transportation (bus and rail), bicycle and pedestrian facilities, and freight rail and air travel. Staunton and Waynesboro maintain their own roadway networks, while VDOT maintains all public roads in Augusta County.

This chapter includes:

- 4 – 1 Roadway Network
- 4 – 2 Bicycle and Pedestrian Network
- 4 – 3 Transit and Travel Demand Management
- 4 – 4 Rail and Air Network
- 4 – 5 Electric Vehicle Charging

4 – 1 Roadway Network

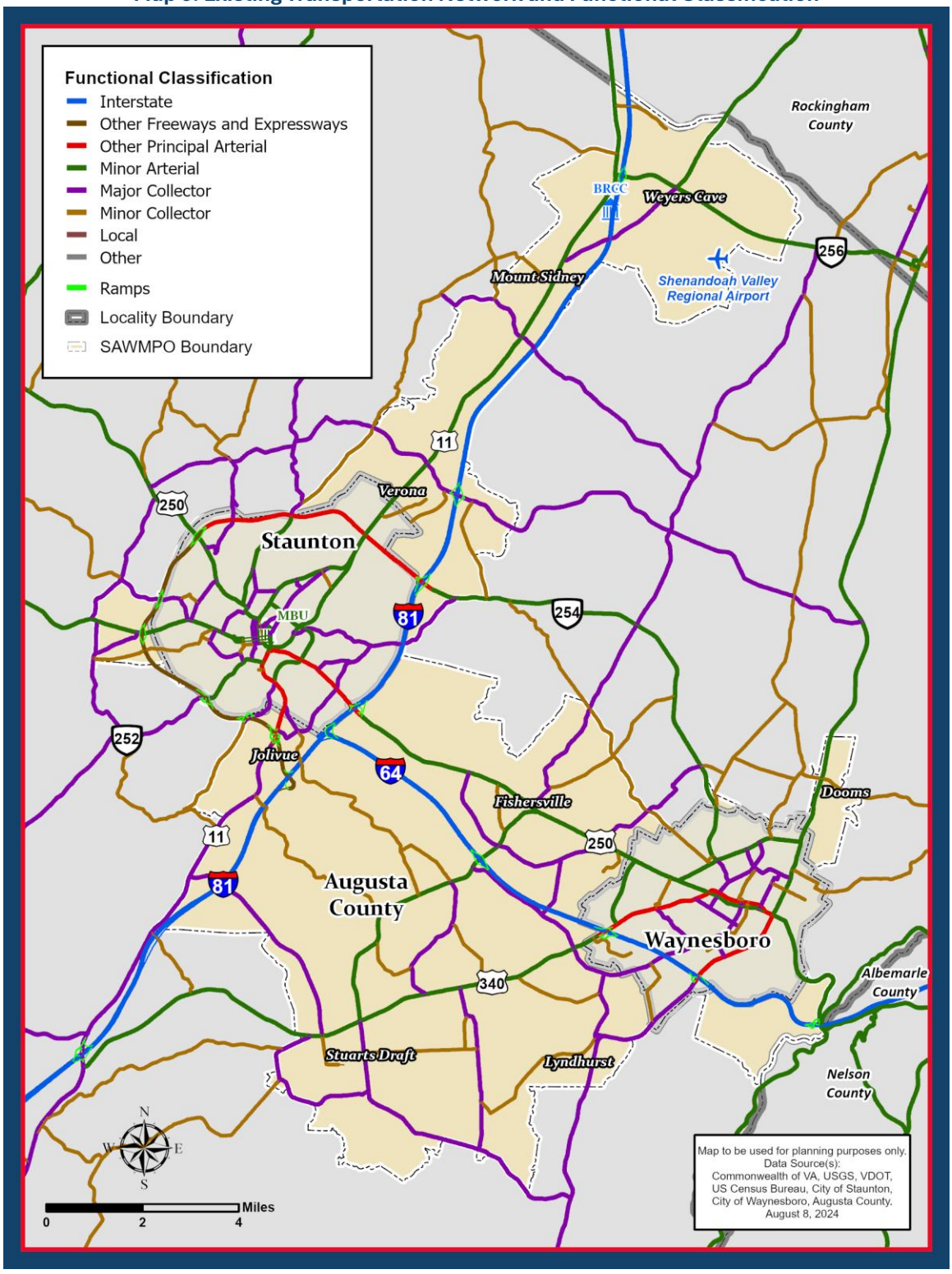
Two major interstates define the regional transportation network. Interstate 81 (I-81) runs south-north through the SAWMPO, and connects from east-central Tennessee to the Canadian border in New York. Interstate 64 (I-64) runs east-west through the SAWMPO, and connects from Norfolk, Virginia, to St. Louis, Missouri. In the SAWMPO the two interstates intersect south of Staunton. I-81 and I-64 provide important connections to nearby cities such as Harrisonburg and Charlottesville. Additionally, I-81 is a significant north-south corridor for freight and other travel between states on the East Coast.

VDOT classifies how a road functions by length, speed, traffic volume, and other factors (see **Appendix** for definitions of each functional classification)[3]. The region has six road functional classifications: Interstate, Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local. VDOT uses the functional classification to obtain funding for roadway performance federal reporting and to establish construction priorities.

Map 9 depicts the existing roadway network and functional classification in the SAWMPO.

[3] Virginia Statewide Functional Classification System

Map 9: Existing Transportation Network and Functional Classification



Interstate and Freight Movement

Truck freight is the region's most utilized method of goods movement. I-81 is the primary north-south truck route, transporting goods within Virginia and beyond, with over three-quarters of the truck tonnage being pass-through freight to destinations outside the state.

2022 VDOT data indicates that I-81 has between 56,000 to 61,000 ADT, with the segment south of Staunton having over 30% truck traffic. North of Staunton to Weyers Cave, I-81 is 25% truck traffic. Route 11 is the parallel alternative I-81 route, particularly during incidents. Route 11 had 3-6% of truck trips in the urbanized area. ADT and truck traffic on Route 262 surrounding Staunton has increased from 10,000 to 13,000 ADT and increased to 3% truck traffic since 2017. I-64 has between 40,000 to 44,000 ADT with about 12% truck traffic (see **Map 10**).

I-81 Projects

In December 2018, the Commonwealth Transportation Board (CTB) approved the I-81 Corridor Improvement Plan. The study identified a $2 billion package of projects for the corridor. Most of the I-81 Plan revenues will come from increased registration fees for trucks, based on their weight and wear on roadways, as well as higher taxes on diesel fuel. In 2025, VDOT began updating the I-81 Corridor Improvement Plan to assess how traffic conditions have changed since the development and implementation of the recommended projects in the 2018 plan.

The primary ongoing VDOT construction projects along I-81 in the SAWMPO are the I-81 Exit 221 to Exit 225 Widening project, which involves adding a third lane in each direction and widening five bridges scheduled for completion in 2027 and the I-81 exit 235 Weyers Cave Truck Climbing Lanes from mile markers 234.1 to 237.9. which will add truck climbing lanes on steep grades and improve the Exit 235 interchange.

VDOT is also conducting a 2025 I-81 Corridor Improvement Plan update which includes a reassessment of the I-81 corridor, focusing on segments that have the highest rate and severity of crashes or the most significant traffic delays. The study excludes portions of the interstate where widenings or truck-climbing lanes were recently completed or are in development, and the study is expected to be complete in December 2025.

Truck Parking

The VDOT Staunton Construction District, which spans from Winchester to Lexington along I-81, has 28 public and private truck parking facilities with 2,455 designated truck parking spaces, which is the most in the state. There are four major truck parking locations along I-81 in the SAWMPO (see **Table 5**).

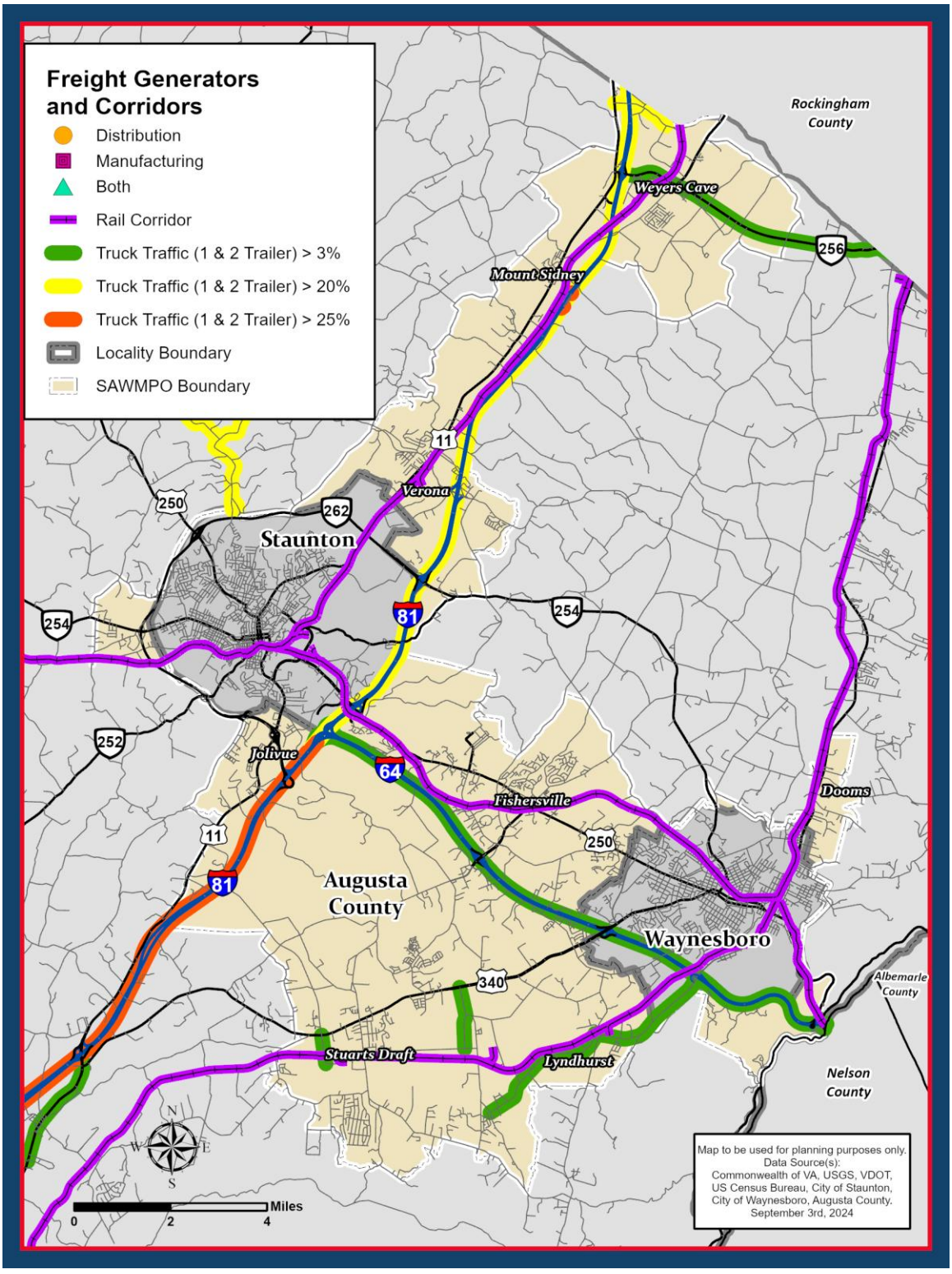
Table 5: Existing Dedicated Truck Parking Facilities along Interstates

Location	Facility Name	Ownership	Current Spaces
I-81N 235.8 Junction	BP Denos Food Mart at Exit 235	Private	6
I-81N 232.9 Junction	Mount Sidney North and South	Public	24
I-81N 218.4 Junction	Kangaroo Express	Private	18
I-81N 213.7 Junction	Love's Travel Stop and Pilot Travel Center	Private	178

Distribution Centers

Virginia continues to experience significant growth in large-scale warehousing development which is often associated with high-volume or “big box” importers. These importers rely upon uninterrupted flows of cargo through Virginia’s ports and then onto highway and rail connections. Over 12 distribution and manufacturing centers were identified in the SAWMPO area (see **Map 10**).

Map 10: Freight Generators and Corridors in the SAWMPO, 2022



4 –2 Bicycle and Pedestrian Facilities

Bicycle Facilities

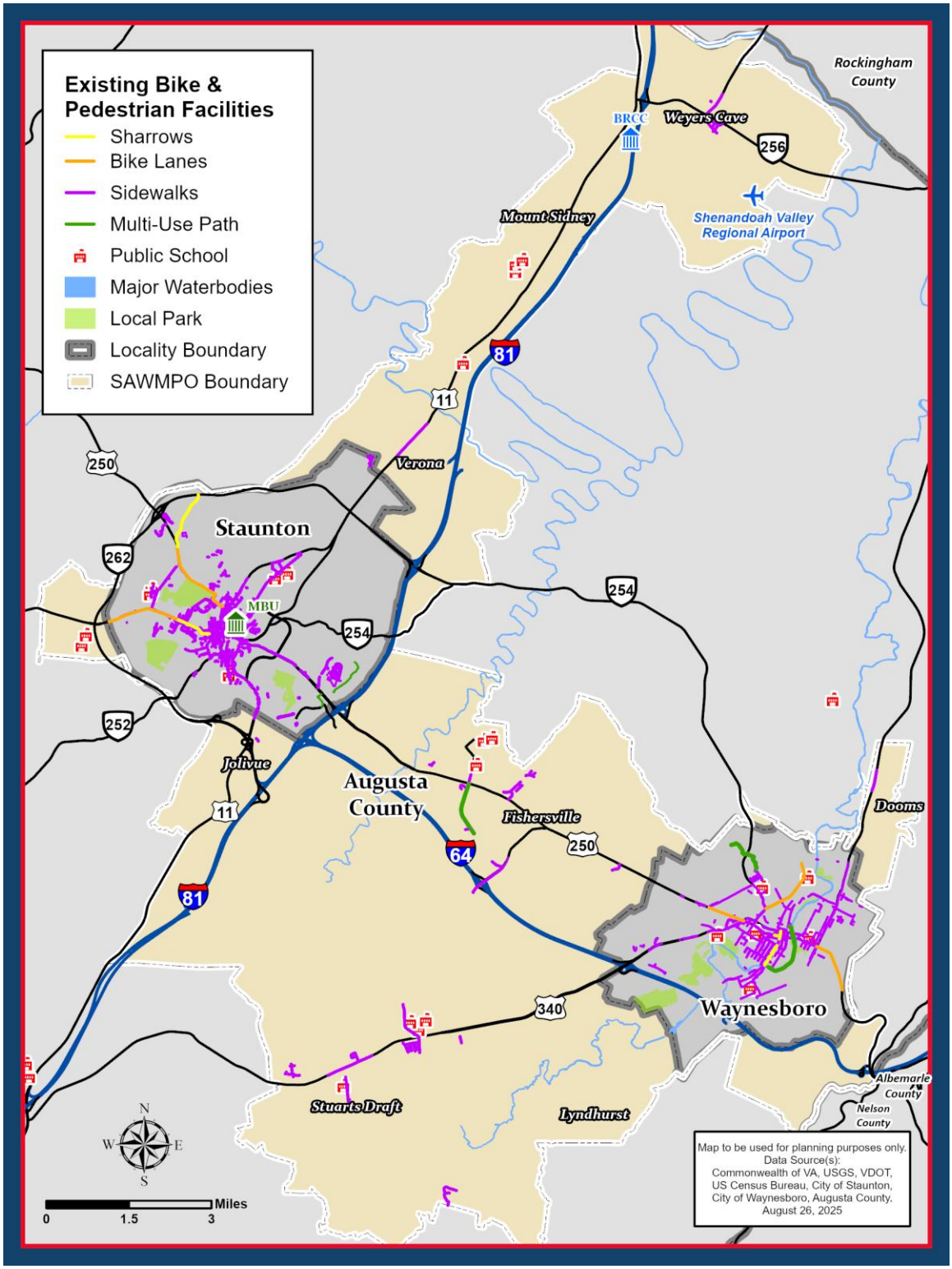
The region has a limited network of bicycle facilities. While some roads within both cities, and on rural 2-lane roadways in the County, are wide enough to accommodate bicyclists, there are very few designated bicycle lanes or markings, and many County rural roads are too narrow to encourage bicycle use. Waynesboro's Bicycle Plan and the Staunton Bicycle and Pedestrian Master Plan focus on increased local connections within the cities, and Augusta County's Comprehensive Plan focuses future improvements in designated urban growth areas in the County such as Fishersville, Verona, and Stuarts Draft. Current facility types include multi-use paths, bike lanes, and sharrows marked for shared lanes, but there are no separated bicycle lanes within the entire SAWMPO.

Pedestrian Facilities

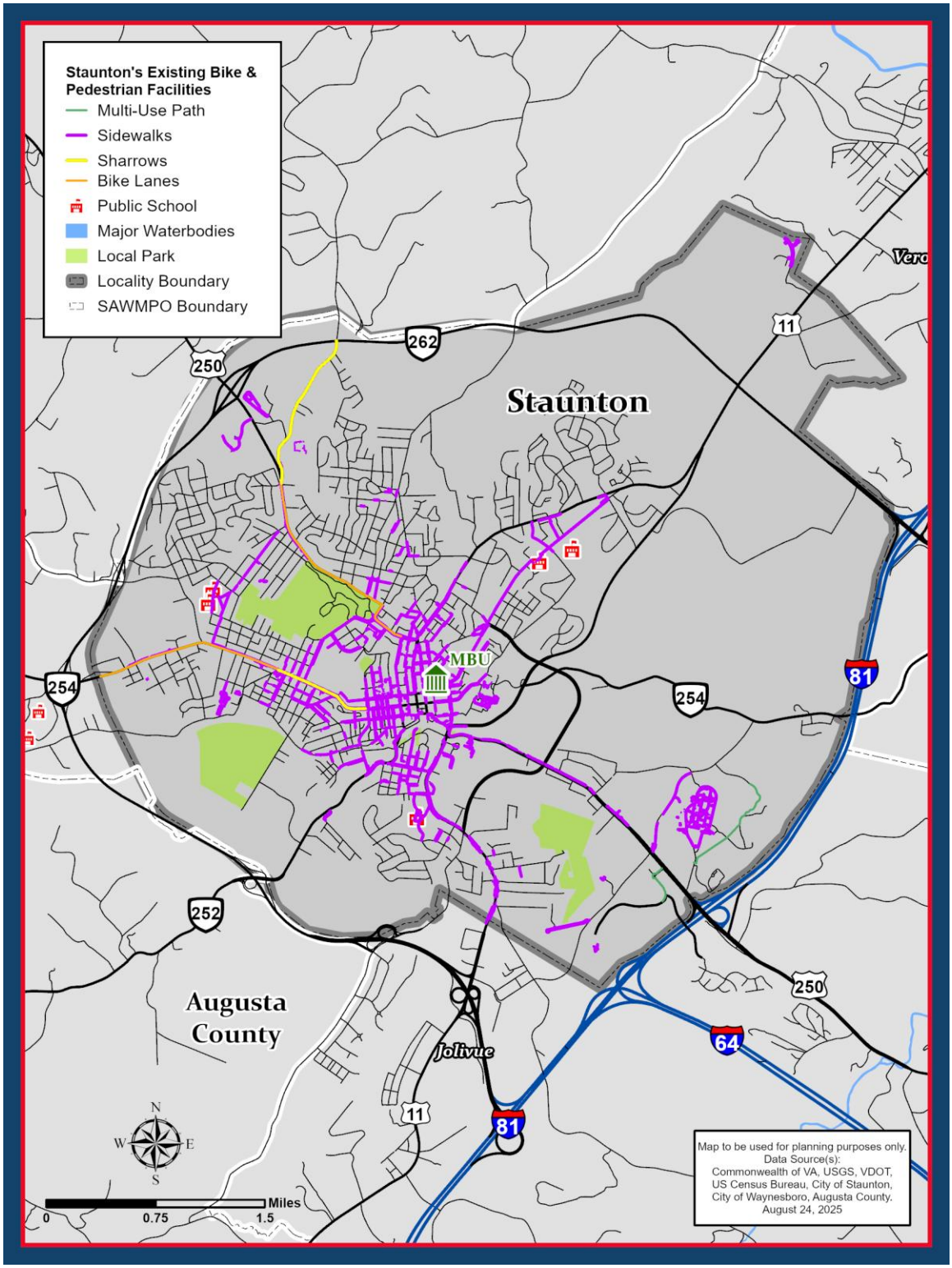
Downtown Staunton and downtown Waynesboro have interconnected sidewalk networks. However, existing sidewalks are often smaller than the current standard sidewalk design width of 5', include utility obstructions, lack ADA accessibility, and outside of historic downtown areas, sidewalk networks are disconnected. Augusta County communities with existing pedestrian networks such as Verona, Fishersville, Stuarts Draft, and Weyers Cave do not connect with outside pedestrian networks or adjacent land uses. Newer residential and commercial developments often include pedestrian facilities, such as around Augusta Health and the Wilson Workforce and Rehabilitation Center; however, the new facilities do not connect to a wider system of sidewalks or paths, forcing pedestrians onto the shoulders of busy roads.

Map 11 shows regional bicycle and pedestrian facilities in the SAWMPO, and **Maps 12** and **13** show facilities in the Staunton and Waynesboro.

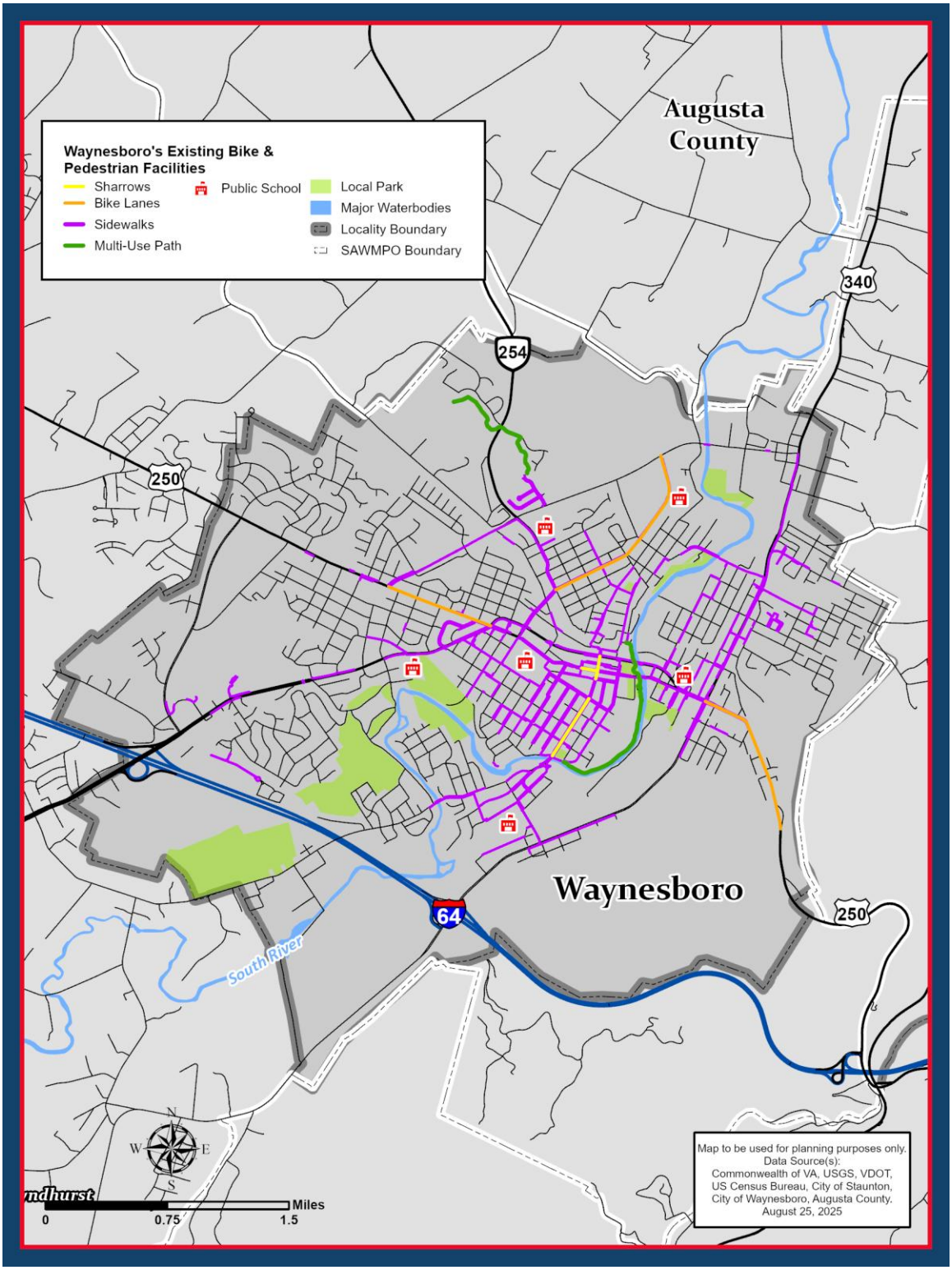
Map 11: Bicycle and Pedestrian Facilities in the SAWMPO



Map 12: Bicycle and Pedestrian Facilities in Staunton



Map 13: Bicycle and Pedestrian Facilities in Waynesboro



4 – 3 Transit and Transportation Demand Management

BRITE Transit

The CSPDC administers transit for the SAWMPO area through the Blue Ridge Intercity Transit Express (BRITE) public transit system. The CSPDC assumed the administrative role following the creation of the SAWMPO, which made the Staunton-Augusta-Waynesboro area eligible to receive federal funding through the Federal Transit Administration (FTA) that is only available to public entities. The transit service is operated under a turnkey services contract with contracted service provider, which provides service supervision, operators, buses, and all maintenance functions. The agreement between CSPDC and the contracted service provider was executed in March 2017, with a new contract due for execution in June 2026.

BRITE provides fixed route, commuter bus, and paratransit services within the cities of Staunton and Waynesboro and parts of Augusta County, with connections to Rockingham and Albemarle counties and the cities of Harrisonburg and Charlottesville (see **Map 14**). BRITE is a small urban and rural system that consists of 7 fixed routes and the Afton Express commuter bus that operate daily with some evening and weekend service. The 7 BRITE fixed routes are below:

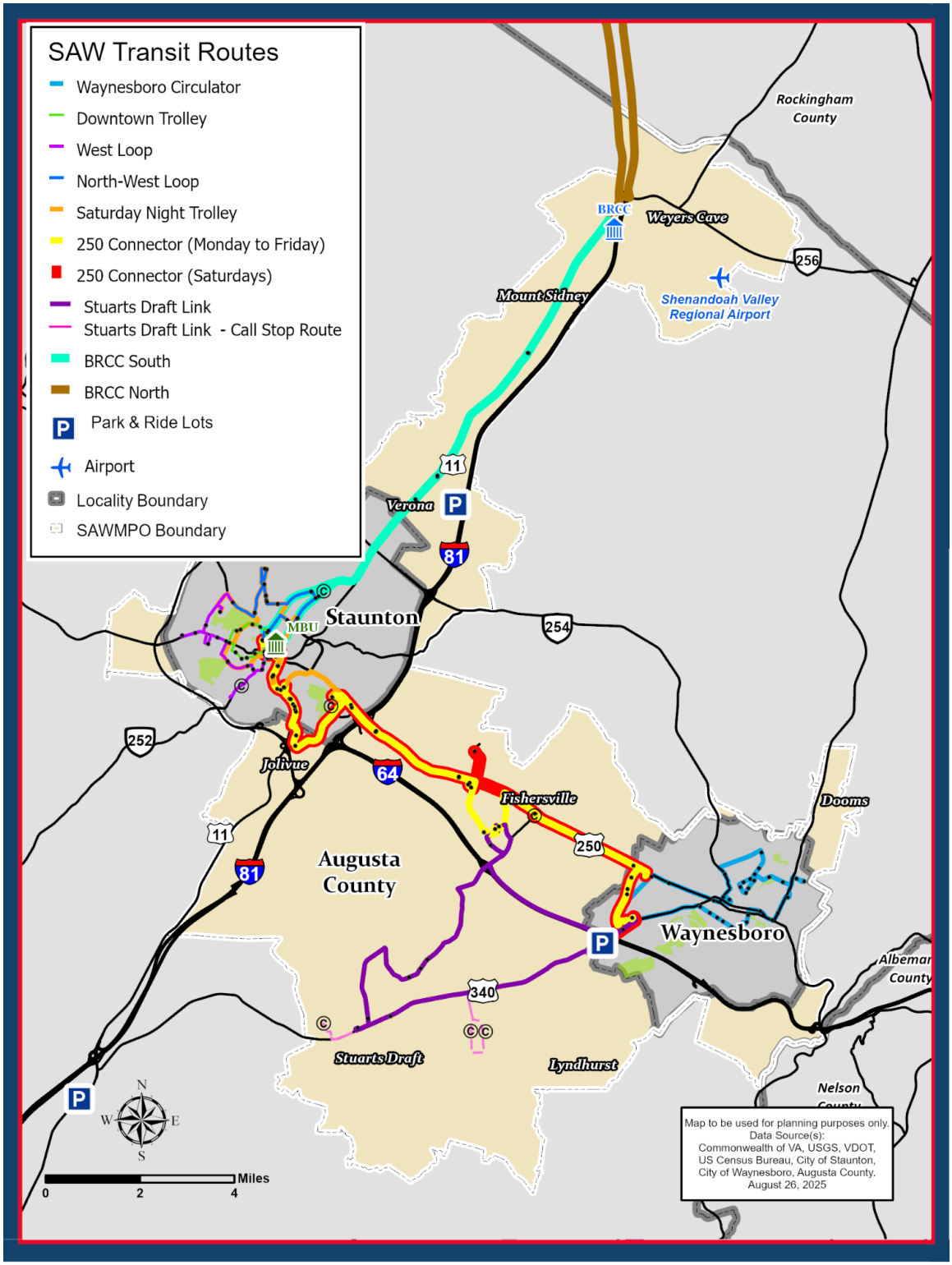
- 250 Connector (East/West)
- Staunton West/North Loops
- Staunton Downtown Trolley and Staunton Saturday Night Trolley
- Waynesboro Circulator
- Stuarts Draft Link
- BRCC Shuttles
- Afton Express (commuter bus route)

The 250 Connector and Staunton West/North Loops are the most popular BRITE routes, and ridership is recovering to pre-COVID levels, with ridership over 19,000 monthly trips in March 2025.

BRITE also provides transportation through ADA Compliant Complementary Paratransit Service and Deviated Fixed Route Service within a ¾ mile radius of any of the BRITE fixed routes. These transportation services are designed for individuals with disabilities as defined by the ADA who cannot otherwise access BRITE's fixed route bus service for some or all trips. This is an origin-to-destination service whereby passengers are typically picked up at the curb of their pick-up point and delivered to the curb of their destination.

The CSPDC adopted a Transit Development Plan (TDP) in 2022 to establish broad policy goals and functional service needs. The TDP provides information on service delivery gaps, community needs for expanded service, organizational and financial management, marketing initiatives, and service delivery standards.

Map 14: BRITE Transit Routes



Afton Express

The Afton Express (see **Map 15**) is a public commuter bus service operated by the CSPDC, as a BRITE route, that provides weekday transportation between Staunton/Fishersville/Waynesboro and Charlottesville/Albemarle County, including University of Virginia facilities. Launched in September 2021, the service operates Monday through Friday during peak commute times with multiple morning and evening trips to connect Valley residents to employment, healthcare, and educational opportunities in the Charlottesville area.

The service integrates with existing transit systems including BRITE Bus and Charlottesville Area Transit to create a broader regional network, receives funding support from the CTB and DRPT through state operating assistance and the Transit Ridership Incentive Program (TRIP), and benefits from the University of Virginia's fare-free program for affiliated individuals. Since launch, ridership has grown steadily to 19,146 passenger trips annually in 2024.

RideShare

The CSPDC operates RideShare, a commuter assistance program developed in partnership with the Thomas Jefferson Planning District Commission (TJPDC) to reduce traffic congestion and increase mobility in the Central Shenandoah Valley. RideShare provides carpool matching services to connect commuters with similar routes and schedules, coordinates vanpool formation and management for longer-distance commutes, and offers a Guaranteed Ride Home program that provides free emergency transportation for regular alternative transportation users. The program also works directly with employers to develop workplace commuting programs, promotes walking, biking, and public transit options, markets existing park and ride facilities, and partners with DRPT through ConnectingVA to provide free trip planning resources.

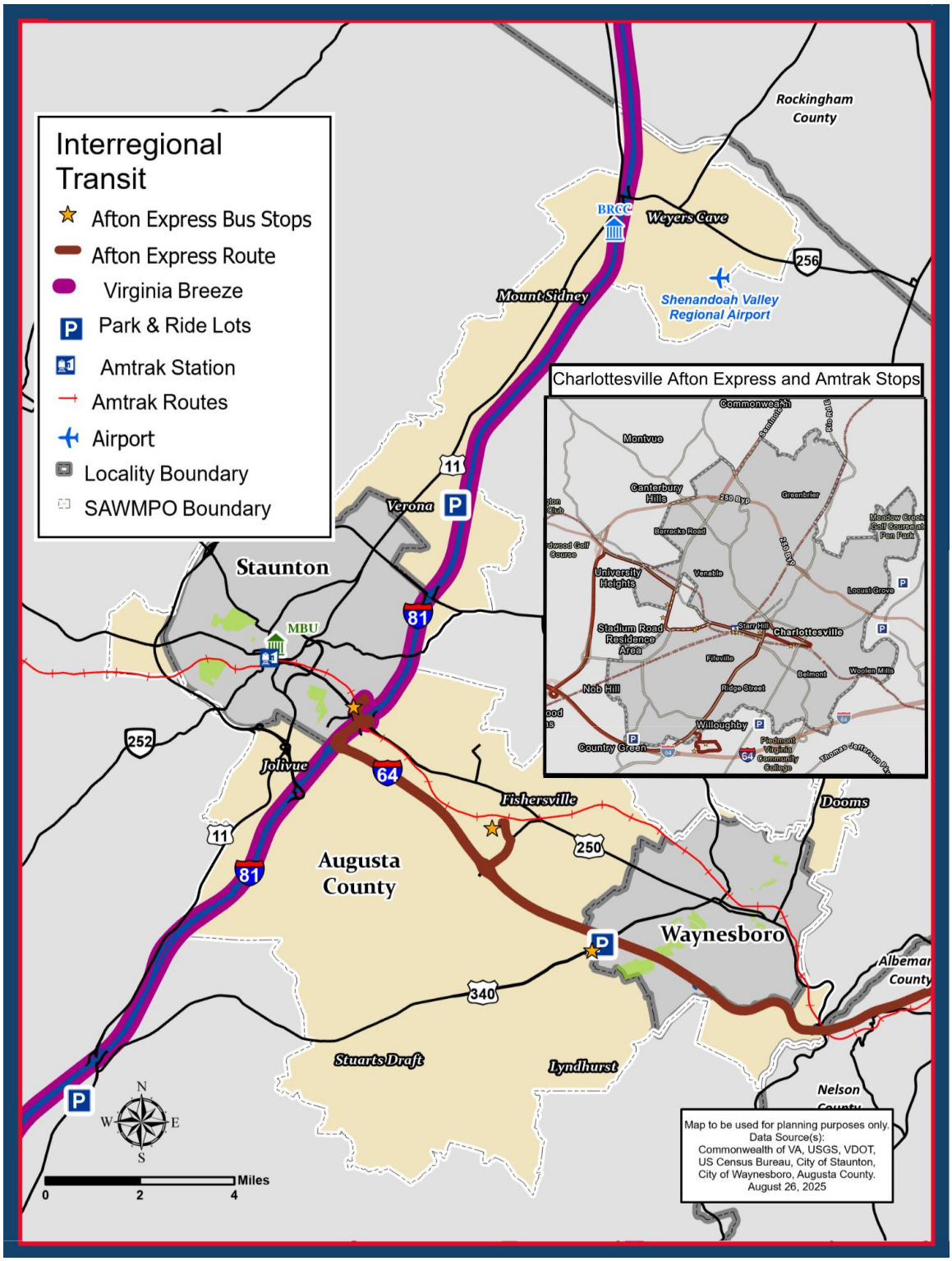
Virginia Breeze

The Virginia Breeze (see **Map 15**) is an intercity coach bus service connecting various communities across Virginia to Washington D.C.:

- Valley Flyer – Blacksburg to Washington, D.C.
- Capital Connector – Martinsville to Richmond to Washington, D.C.
- Piedmont Express – Danville to Washington, D.C.
- Highlands Rhythm – Bristol to Washington, D.C.

Staunton is served by the Valley Flyer route, which runs daily between Blacksburg and Washington D.C. In Staunton, the Virginia Breeze makes a stop at Staunton Crossing Park and Ride lot, 210 Crossing Way, Staunton. The service is funded by the FTA in partnership with DPRT and Megabus.

Map 15: Interregional Transit Network



Park and Ride Lots

There are three park and ride lots in the SAWMPO (see **Table 6**). The Staunton Crossing park and ride is the newest facility in the region and was completed in 2023. A new 50-space park and ride facility is being funded by a Smart Scale project at the I-81 Exit 235 northbound ramp and Triangle Drive in Weyers Cave, which addresses a regional need for a new facility in the Weyers Cave area that was documented in previous LRTP updates. Additionally, a funded Augusta County project for improvements to the Mill Place Industrial Park Entrance across from the Verona Park and Ride will expand the facility from 35 spaces to approximately 52 spaces and include an EV charging station.

Table 6: SAWMPO Park and Ride Lots

Location	Address/Description	Highway Access	Parking Spaces
Verona	Lodge Lane at Laurel Hill Road	Near I-81	35
Waynesboro	Waynesboro Town Center off Route 340	South of I-64 interchange	120
Staunton	210 Crossing Way, Staunton, VA (Staunton Crossing Park and Ride Lot)	Near I-81, Virginia Breeze Bus Lines access	92

4 – 4 Air and Rail Service

Airports

The Shenandoah Valley Regional Airport (SHD) in Weyers Cave serves as a regional airport providing both commercial and general aviation services to the Central Shenandoah Valley. Commercial flights are operated by Contour Airlines, an American Airlines partner, with daily round-trip service to Charlotte Douglas International Airport, allowing passengers to connect to broader domestic and international destinations. Additionally, Eagles Nest Airport is a small general aviation airport west of Waynesboro.

The Charlottesville Albemarle Airport (CHO) is 35 miles northeast of Waynesboro and has scheduled service from six commercial carriers. Daily nonstop flights are offered to Atlanta, Charlotte, Chicago, New York LaGuardia, Philadelphia, and Washington-Dulles.

Passenger Rail Service

The Amtrak Cardinal is a long-distance passenger rail service that connects New York City to Chicago along a 1,146-mile route with 32 stops, including Staunton, Virginia. The service operates three days per week in each direction, with westbound trains toward Chicago and eastbound trains toward New York serving Staunton on Sundays, Wednesdays, and Fridays. The Cardinal route includes major stops in Philadelphia, Washington D.C., Charlottesville, Charleston (West Virginia), Cincinnati, and Indianapolis.

DRPT acquired nearly all of the CSXT-owned right-of-way (164 miles) and track (179 miles) along the Buckingham Branch line between Doswell and Clifton Forge in 2021. The acquisition, which also includes all of the line in the SAWMPO region, would facilitate the potential future development of passenger rail service in central Virginia as part of a broader initiative to provide passenger rail service in the state.

Freight Rail Service

The SAWMPO freight rail network includes two major railroads and multiple short line operators. Norfolk Southern maintains lines throughout Augusta County, Staunton, and Waynesboro, including a terminal in Waynesboro, while CSX Transportation provides additional major railroad service with tracks connecting throughout the area. The region is also served by two short line railroads: the Buckingham Branch Railroad, which operates over 275 miles of track in Central Virginia and interchanges with both CSX and Norfolk Southern, and the Shenandoah Valley Railroad, which connects Staunton with Pleasant Valley south of Harrisonburg and specializes in local freight services, particularly agricultural traffic.

The Virginia Port Authority operates the Virginia Inland Port in Front Royal, which provides intermodal rail connections to the seaports in Hampton Roads, offering opportunities to shift freight from truck to rail. The SAWMPO region's strategic location at the intersection of I-81 and I-64 makes it a critical node in Virginia's freight network, with both interstates serving as major corridors for goods movement between the inland port, coastal ports, and national markets.

4 – 5 Electric Vehicle Charging

According to the CSPDC 2025 Regional Electric Vehicle Charger Site Analysis Study, the SAWMPO region has 24 publicly accessible Level 2 charging ports and 21 DC fast charging ports distributed across various locations including hotels, retail centers, dealerships, and municipal facilities. Several charging stations have operational challenges including temporary outages and restricted access policies that limit public availability, while others require specific mobile applications or membership programs for activation.

Staunton hosts most charging infrastructure with facilities at the Sheetz, Wawa, Walmart Supercenter, Fairfield Inn & Suites, Holiday Inn Express, and several other locations. Waynesboro provides charging options at Mission Coffee, Wright Way Hyundai, and Martin's Food Plaza.

Augusta County facilities include charging stations at Valley College Park in Weyers Cave, Shenandoah Valley Airport, and the Augusta Health Outpatient Pavilion in Fishersville.

Chapter 5: Multi-Modal Transportation Needs

This section evaluates the region's existing and future transportation needs for congestion, safety, connectivity, accessibility, and other issues. Needs were identified by reviewing the VTrans statewide transportation plan and other local and regional transportation planning studies conducted since 2020; evaluating capacity issues related to VDOT traffic data and the SAWMPO travel demand model; VDOT crash data and trends for fatalities and serious injuries; connectivity gaps in the multi-modal network; and stakeholder and public input. The identified needs directly inform the recommended transportation projects in **Chapter 7**.

The analysis demonstrates that the SAWMPO region's transportation network can accommodate projected 2050 growth levels with minimal capacity constraints outside of the interstate system. This finding validates the continued use of 2045 travel demand model results for 2050 planning and supports a focus on targeted improvements rather than major capacity expansion projects. The region's transportation investment priorities should continue to emphasize safety improvements, multi-modal connectivity, and strategic capacity enhancements at specific locations experiencing or projected to experience congestion.

This chapter includes:

- 5 – 1 Roadway Congestion and Safety
- 5 – 2 Bicycle and Pedestrian
- 5 – 3 Transit and Travel Demand Management
- 5 – 4 Rail and Truck Freight
- 5 – 5 Emerging Transportation Technology
- 5 – 6 Statewide and Regional VTrans Needs

5 – 1 Roadway Congestion and Safety Needs

Congestion Needs

The SAWMPO's capacity issues are less significant compared to other metropolitan areas in Virginia, and future traffic projections indicate that the transportation network will have few roads with notable congestion issues based on the SAWMPO travel demand model, which is a forecasting tool used to estimate future travel operations that impact congestion.

The model projects future travel demand based on current traffic data, demographic and economic growth projections, travel time and mode of travel, and other variables for the 2018 base year and 2045 future year. For the 2050 LRTP, the SAWMPO Technical Advisory Committee and Policy Board determined that the 2045 travel demand model outputs remain valid and appropriate for 2050 planning purposes based on three key factors:

1. *Limited Growth Changes*: The difference between 2045 and 2050 population and employment projections is minimal, with the region maintaining steady, moderate growth patterns consistent with previous planning cycles.
2. *Policy Alignment*: All three jurisdictions' comprehensive plans continue to direct growth to the same designated areas identified in previous LRTP updates, maintaining consistency in the preferred growth scenario.

3. *Capacity Analysis*: The 2045 model projected that few roadways outside of I-81 and I-64 would experience significant capacity issues over the 25-year planning period, and no roads were designated as being over capacity in 2045, indicating sufficient infrastructure capacity to accommodate projected 2050 growth levels.

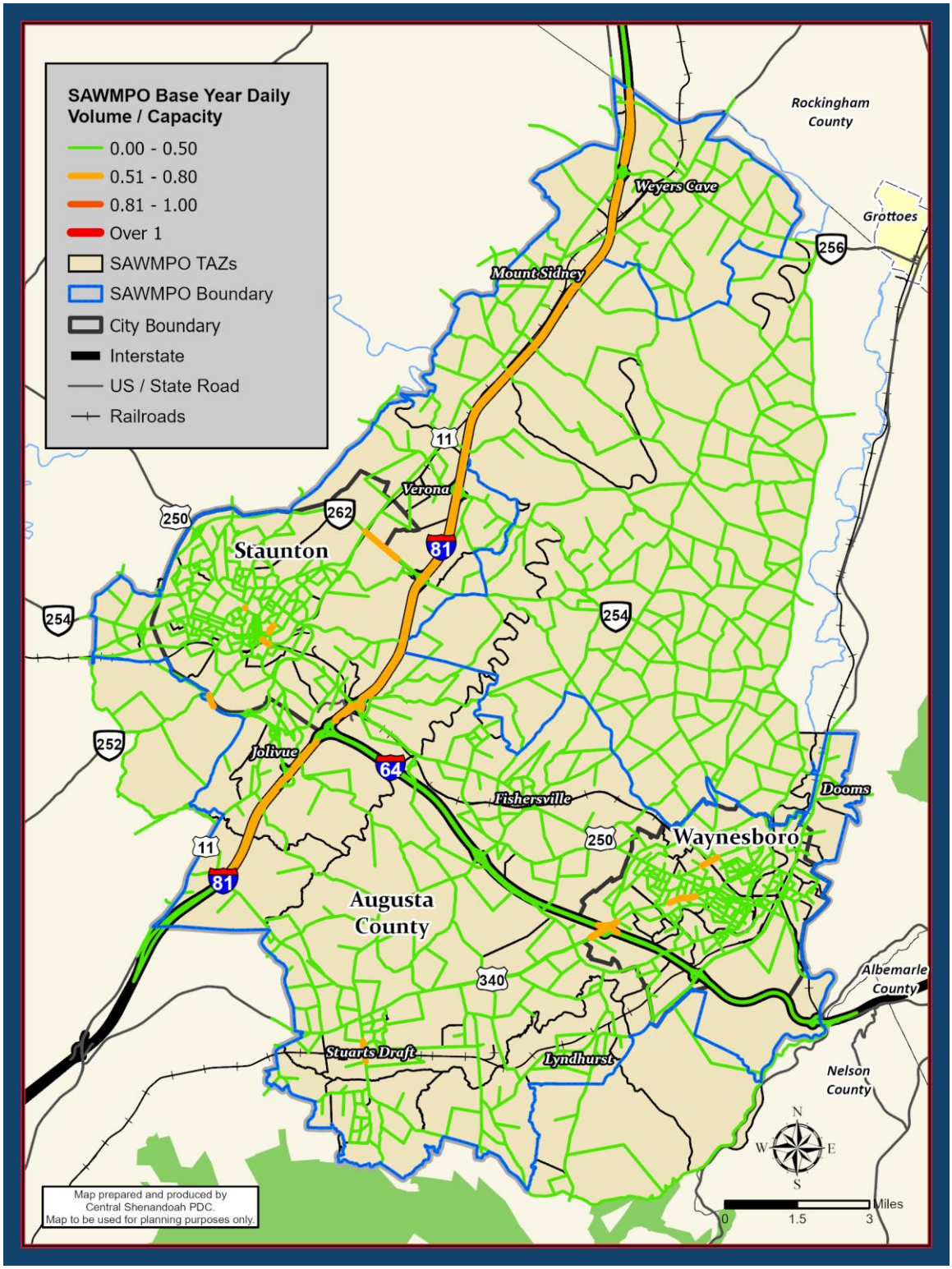
Existing Capacity

The 2045 travel demand model 2018 base year scenario identified roadway segments with capacity deficiencies using Volume to Capacity (V/C) ratios. V/C ratios measure congestion and roadway performance by comparing actual vehicle volumes with the roadway's carrying capacity at a given time.

V/C ratios below 0.3 indicate minimal to no congestion. The region's busiest roadways—US 250, US 11, US 340, VA 254, and portions of I-64 and I-81—operated at V/C ratios that demonstrate manageable traffic levels for the baseline year. The V/C measurements and busiest roads have remained stable since the 2009 data included in the 2040 LRTP, indicating consistent traffic pattern trends over multiple LRTP planning cycles.

Map 16 shows the 2018 network Volume to Capacity ratio, which shows the level of congestion in the SAWMPO.

Map 16: 2018 Volume/Capacity Indicating Current Levels of Road Congestion in the SAWMPO



2050 Congestion Needs

Based on the travel demand model results, the region's transportation network will continue to operate within acceptable capacity levels through 2050. The model includes 2045 socio-economic projections similar to 2050 growth expectations and assigned the projected growth to specific areas in relation to anticipated areas of future development.

Travel demand models use two main scenarios to forecast future traffic patterns and evaluate potential improvements called the No Build Existing Conditions scenario and the Committed Future Projects scenario. The No Build scenario is the "do nothing" baseline which assumes that no future capacity-related projects will be constructed over the next 25 years. The Committed Future Projects scenario includes all future transportation projects already funded and scheduled for construction that could impact the future network. The two scenarios demonstrate the benefits of committed investments and identify remaining transportation needs requiring additional LRTP projects.

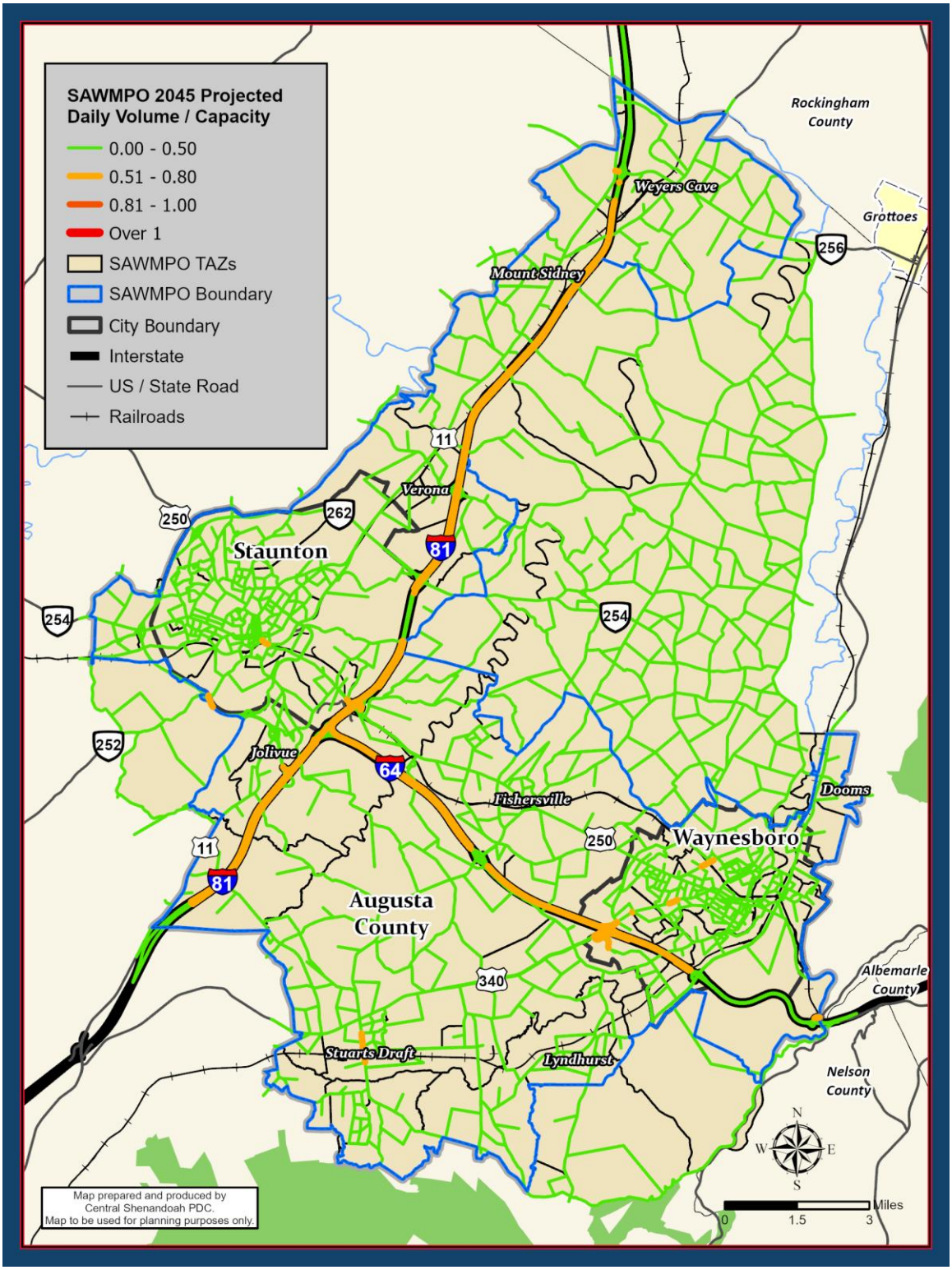
Both 2045 No Build and Committed Future Project scenarios indicated minimal network-wide capacity issues. Except for I-81 and I-64, four roadways are projected to have traffic increases exceeding 2,500 average daily trips:

- US 11 between Staunton and Weyers Cave and south of Staunton
- US 250 between Staunton and Waynesboro
- Route 340 near Stuarts Draft and Rosser Avenue in Waynesboro
- Frontier Drive in Staunton

Map 17 shows peak hour V/C for the 2045 No Build Existing Conditions scenario. The scenario identifies the main road segments that will have moderate congestion issues over a 25-year period:

- US 262 and Route 11 intersection north of Staunton
- US250 from the I-81 Exit 222 interchange to Frontier Drive in Staunton
- Some small segments in downtown Staunton and downtown Waynesboro
- Rosser Avenue from Ladd Road to Lew Dewitt Boulevard in Waynesboro
- Hopeman Parkway from Bridge Street to Monroe Avenue in Waynesboro
- Draft Avenue from US 340 to Route 608 (Cold Springs Road) in Stuarts Draft

Map 17: 2045 Volume/Capacity Indicating Projected Levels of Road Congestion in the SAWMPO



Public input from the 2050 LRTP public input and locality comprehensive plans emphasize spot congestion improvements to existing roadways, strategic intersection upgrades, and the development of interconnected street networks that can distribute traffic more effectively throughout growth areas. Other priorities include:

- *Interstate Interchange Improvements*: Evaluate existing interstate interchanges for long-term improvements, particularly I-81 Exit 235 at Blue Ridge Community College, I-81 Exit 222 in Staunton, and I-64 Exit 94 in Waynesboro.
- *Growth-Related Traffic Management*: Address anticipated traffic volume increases along Route 250 in Staunton and Waynesboro, Rosser Avenue and Lew Dewitt Boulevard in Waynesboro, areas around Fishersville, and the corridor between Stuarts Draft and Waynesboro as population growth continues in these areas.
- *Peak Hour Congestion Mitigation*: Prioritize improvements near schools and high-concentration employment and retail areas that experience congestion during morning and evening commute periods.

Safety Needs

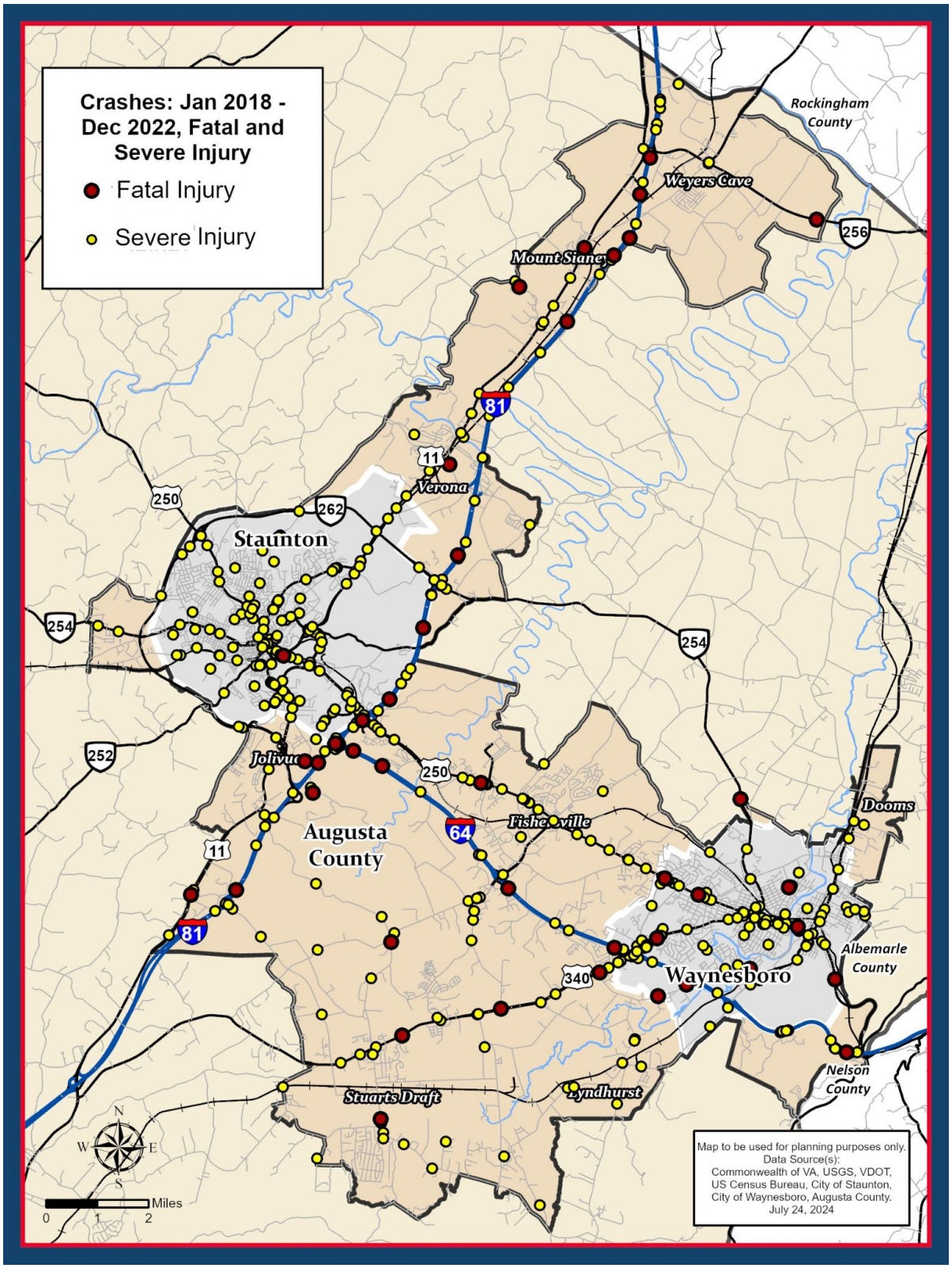
The SAWMPO evaluates crash trends for vehicular fatal and severe injury crashes annually based on VDOT crash data. The section identifies the main intersections and segments in the region that have a high crash frequency based on VDOT crash data and safety data, and MPO-wide and regional and state-wide comparisons:

- *MPO-Wide*: Information based on the SAWMPO 2023 Regional Transportation Safety Study, which compares safety data within the MPO;
- *Regional and Statewide*: Information based on VDOT Potential for Safety Improvement data, which compares SAWMPO crash trends with VDOT Staunton Construction District and state trends.

While the SAWMPO region ranks third lowest among Virginia MPOs for total crashes per 100 million vehicle miles traveled, and has lower than average crash rates for most crash types, the region's fatal crashes have been increasing since 2020. The SAWMPO fatal crash rate increased to an average of 10.4 annually between 2020 and 2024 in comparison to the previous five-year average of 7 fatal crashes annually, which is a 48.6% increase in the average annual fatality rate.

Crash data from January 2018 to December 2022 (see **Map 18)** shows fatal and serious injury crashes.

Map 18: 2018 – 2022 Crash Data for Fatal, Severe Injury Crashes



Regional Safety Needs Comparison

The SAWMPO 2023 Regional Transportation Safety Plan analyzed crash data to identify safety priority areas and locations where safety improvements could reduce fatalities and serious injuries along road segments with the highest crash concentrations and behavioral factors involved during crashes such as speeding, impaired driving, and unbelted occupants.

The Plan used VDOT 2017-2021 crash data and analyzed each crash type and the corresponding driving behavior factors involved. **Figure 4** shows how different crash factors overlap with each other in fatal and serious injury crashes, with each percentage indicating what portion of crashes in a category (column) also involved another factor (row). The percentages in each column do not add up to 100% because a single crash can involve multiple factors simultaneously. For example, one crash might involve both an impaired driver and speeding, so the crash factors are included in both categories.

Figure 4: Crash Type and Driver Behavior for Fatal and Severe Crashes, 2017 - 2021

KA Emphasis Area Table										
KA Crashes	Impaired Driving	Speed	Occupant Protection	Roadway Departure	Inter-sections	Young Drivers	Older Drivers	Bicycles	Pedestrians	Motorcycle Involved
KA Crashes (491)	164	154	107	111	293	72	128	11	29	56
Impaired Driving		41%	50%	38%	33%	35%	20%	9%	41%	16%
Speeding	38%		31%	42%	24%	33%	16%	0%	17%	39%
Occupant Protection	33%	31%		36%	20%	25%	16%	0%	7%	0%
Roadway Departure	26%	31%	26%		8%	18%	12%	0%	0%	27%
Intersections	59%	45%	52%	20%		68%	67%	100%	62%	50%
Young Drivers	15%	16%	17%	12%	17%		6%	18%	10%	4%
Older Drivers	16%	14%	20%	14%	29%	11%		18%	10%	27%
Bicycles	1%	0%	0%	0%	4%	3%	2%		0%	0%
Pedestrians	7%	3%	2%	0%	6%	4%	2%	0%		0%
Motorcycle Involved	5%	14%	0%	14%	10%	3%	12%	0%	0%	
Chart is read vertically. Percentages are in relation to the column. Color scale provided in this row.										

Based on the Plan, intersections are involved in most crashes across all behavioral categories. In Staunton, 80% of impaired driving crashes and 70% of occupant protection crashes occurred at intersections. Waynesboro had 77% of impaired driving crashes and 65% of occupant protection crashes at intersections. Augusta County had 52% of impaired driving crashes and 47% of occupant protection crashes at intersections. Bicycle crashes occurred at intersections in 100% of cases regionally. Pedestrian crashes occurred at intersections in 67% of cases regionally, with 62% in Staunton, 79% in Waynesboro, and 55% in Augusta County.

Multiple risk behaviors occur simultaneously in crashes. In occupant protection crashes, 50% involved impaired drivers and 31% involved speeding. Roadway departure crashes show speeding as a factor in 42% of cases, impaired driving in 38%, and improper occupant protection in 36%. Impaired driving crashes involve

speeding in 38% of cases, occupant protection issues in 33%, and roadway departure in 26%. The region recorded 164 impaired driving crashes, 154 speed-related crashes, and 107 occupant protection crashes during the analysis period. Regional analysis shows 47% of fatal and serious injury crashes do not involve speeding, roadway departure, or occupant protection as factors, while 4% involve all three factors. The highest number of crashes occurred during PM peak hours, with 115 crashes between 4:00 and 4:59 p.m.

Older drivers (65+) are overrepresented in intersection and motorcycle crashes. Young drivers appear in 30% of speeding crashes and 31% of motorcycle crashes. The region experienced 72 young driver crashes and 128 older driver crashes during 2017-2021. Pedestrian crashes occur at intersections in 67% of cases, with 36% involving impaired drivers. The region recorded 29 pedestrian crashes and 11 bicycle crashes during the analysis period. Motorcycle crashes totaled 56, with 39% involving speeding and 16% involving impaired drivers.

Priority Roadway Segments in the MPO

The Regional Transportation Safety Plan also identified High Injury Network segments within the SAWMPO, which are areas with a higher-than-average crash frequency. The SAWMPO High Injury Network for fatal and serious injury crashes had 288 total crashes from 2017 to 2021, including 5 fatal crashes, 120 serious injury crashes, and 163 minor injury crashes, which is an average of 15.9 crashes per mile and comprises of 1 in 5 crashes in the region. The network is dominated by three major corridors: US-250E, US-11N, and US-340N, which appear in multiple segments across locality boundaries.

US-250E segments account for four of the top ten locations, with the longest segment from 4.9-mile Pelham Drive to Old Goose Creek Road segment having 83 crashes. US-11N has three segments, with the 1.7-mile Orchard Hill Circle to Richmond Avenue segment having 28 serious injury crashes. US-340N has two segments, including a 2.7-mile White Hill Road to King Lane segment with 45 mostly minor injury crashes.

Table 1: SAWMPO High Injury Network Top Ten Segments

Rank	Locality	Route	Location	Length (Miles)	Fatal	Serious Injury	Minor Injury	Total Crashes
1	Waynesboro	US-250E	Florence Avenue to Randolph Avenue	1.2	0	15	14	29
2	Augusta County	SC-612E	Dunsmore Road to Lee Street	0.3	0	2	5	7
3	Staunton	US-11N	Orchard Hill Circle to Richmond Avenue	1.7	0	28	4	32
4	Augusta County/Waynesboro	US-250E	Pelham Drive to Old Goose Creek Road	4.9	2	28	53	83
5	Waynesboro	5th Street	N Commerce Ave to N Winchester Ave	0.1	0	2	0	2
6	Augusta County	US-340N	White Hill Road to near King Lane	2.7	0	6	39	45
7	Augusta County	US-11N	Orchard Hill Circle to Rolling Thunder Lane	0.5	0	0	8	8
8	Waynesboro	US-250E/US-340N	Hunter Street to Pelham Drive	3.4	2	22	21	45
9	Augusta County	US-11N	Pentecost Lane to Sydney Lane	1.4	0	7	11	18
10	Waynesboro	VA-254E/UR-5107N	W Main Street to Hopeman Parkway	1.5	1	10	8	19
			Total	**18.1**	**5**	**120**	**163**	**288**

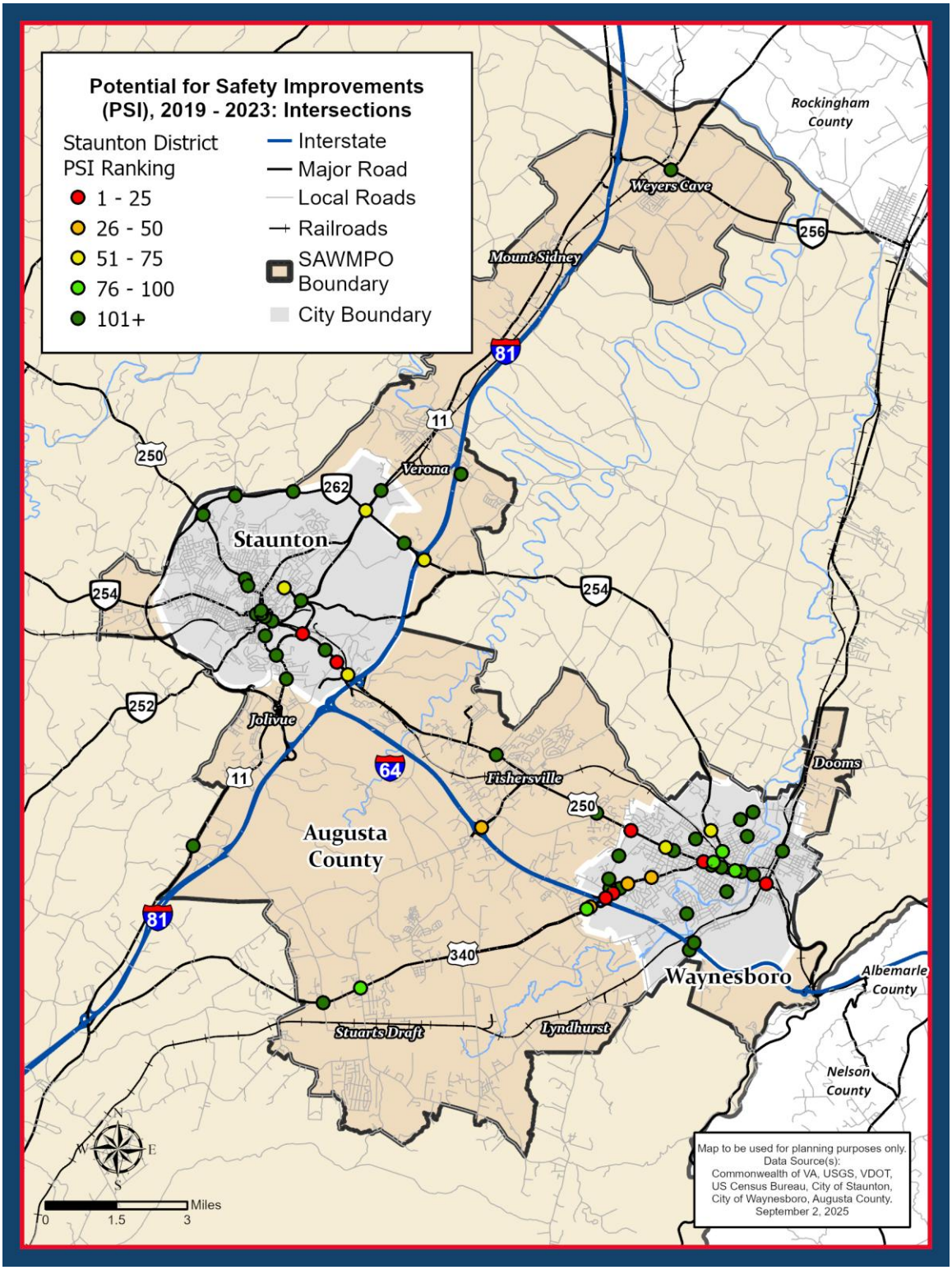
Regional and Statewide Safety Needs Comparison

VDOT's 2019 – 2023 Potential for Safety Improvement (PSI) data ranks the top intersections and segments within the VDOT Staunton Construction District data based on the average predicted number of crashes to the observed number of crashes at an intersection or along a segment over a five-year period (see **Maps 19 and 20**). VDOT uses PSI data to assist with determining how to prioritize studies and projects.

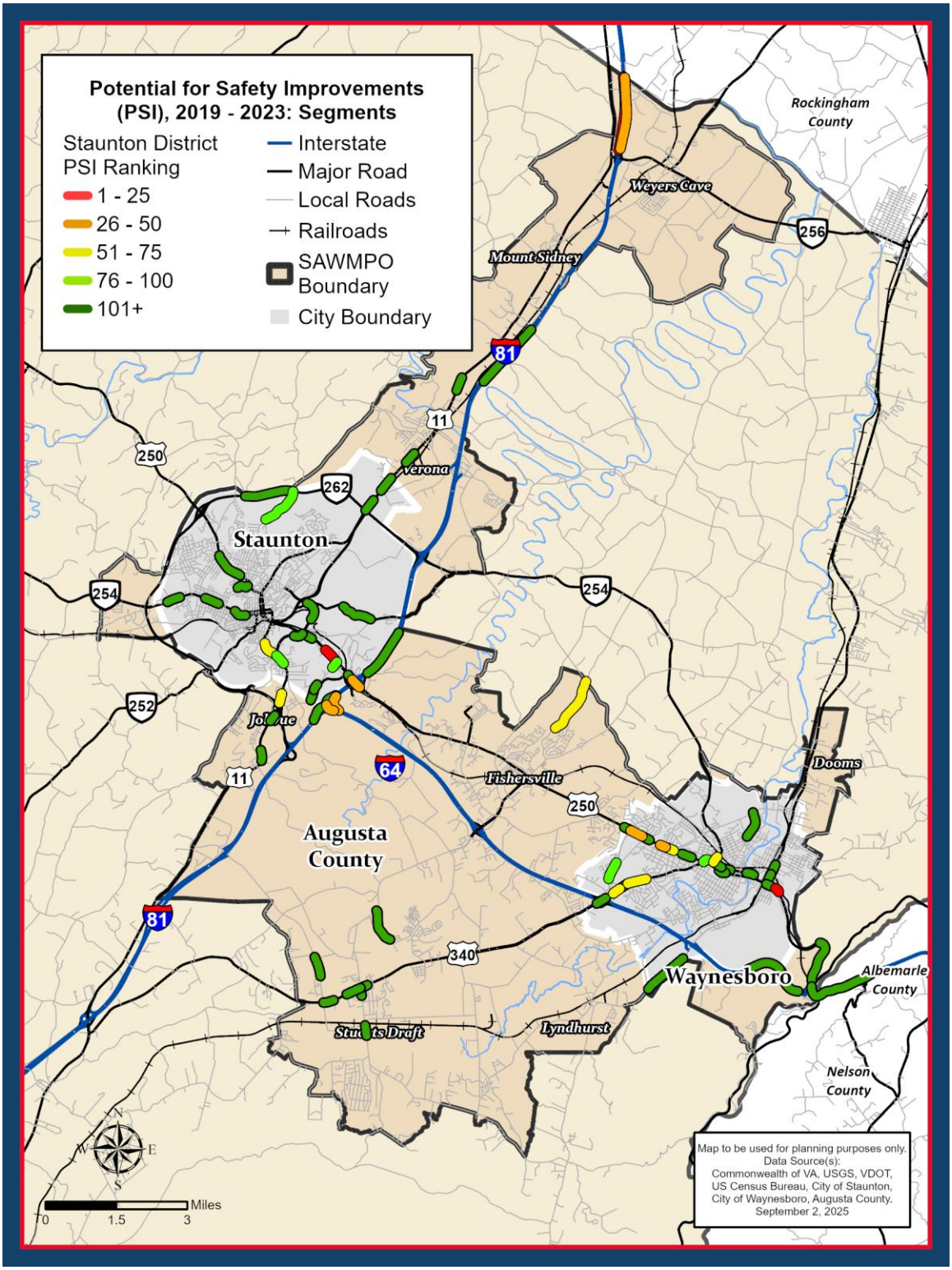
The SAWMPO region has 134 overall PSI sites comprised of 63 intersections and 71 segments. Waynesboro has the most sites despite being the smallest locality by land area, with 55 total sites, including 32 intersections and 23 segments, which is 41% of all regional PSI locations. Staunton has 40 sites which includes 20 intersections and 20 segments, or 30% of the regional total. Augusta County has 39 sites with 11 intersections and 28 segments, or 29% of all PSI locations. Waynesboro has the highest concentration of problematic intersections, accounting for over half of all intersection PSI sites in the region at 51%. Augusta County has more PSI segments, reflecting safety concerns along rural highway corridors rather than at intersection points.

Of the 134 total PSI sites, the SAWMPO region has 43 total top 100 sites which includes 22 intersection and 21 segments. Of the Top 100 sites, there are 7 intersections and 3 segments within the top 25 sites.

Map 19: Potential for Safety Improvement Intersections in the SAWMPO



Map 20 : Potential for Safety Improvement Segments in the SAWMPO



Truck Capacity and Parking

Truck Capacity and Access

The SAWMPO region's role as a major freight corridor creates specific infrastructure needs to accommodate growing truck traffic and maintain efficient goods movement. With over 12 distribution and manufacturing centers in the region and three-quarters of I-81 truck tonnage representing pass-through freight, the region requires improved access routes for heavy truck traffic, enhanced incident management strategies, and infrastructure improvements to handle concentrated freight loads while maintaining regional network capacity.

While current I-81 Capital Improvement Plan widening projects for sections of the interstate are underway, the current data shows areas with 30% truck traffic, which will likely require more interstate improvements and widening in the future to address corridor capacity issues. Similarly, I-64 has experienced substantial freight growth, with truck traffic increasing from 3-9% in 2017 to 12% in 2022. Route 11, which averages 3 – 6% truck traffic, also serves as the alternative route to I-81 during incidents and may benefit from future potential capacity enhancements to reliably handle 3-6% truck traffic for both pass-through and local goods movement. Emerging freight activity in Weyers Cave, where truck traffic on primary routes is 20-25%, creates the need for potential infrastructure improvements.

The Waynesboro area may need improved freight connections and road infrastructure improvements to accommodate truck traffic of 10-20% on Routes 250 and 254, particularly near the Norfolk Southern and CSX rail intersection that provides intermodal connectivity.

Truck Parking Capacity

Truck parking shortages force commercial trucks to park in unauthorized locations such as highway shoulders, ramps, and undesignated areas, creating safety hazards for both truck drivers and the traveling public while potentially damaging public infrastructure not designed to support heavy vehicle loads. VDOT's 2024 Truck Parking Study identifies significant truck parking shortages in the I-81 corridor. The Staunton District has the state's largest truck parking infrastructure with 28 facilities providing 2,455 designated truck parking spaces. The study estimated that the Staunton District will need 1,889 additional spaces by 2045, and five locations within the Staunton District are among the state's top 20 most critical truck parking shortage areas. However, the need for additional truck parking in the SAWMPO is less critical than in other areas along I-81.

Within the SAWMPO, the VDOT Truck Parking Dashboard identifies three privately-owned truck parking facilities and one publicly-owned truck parking facility with future truck parking capacity needs (see **Table 7**).

Table 7: Current and Needed Truck Parking along I-81, 2024 VDOT Data

Location	Facility Name	Ownership	Current Spaces	Maximum Spaces Needed
I-81N 235.8 Junction	BP Denos Food Mart at Exit 235	Private	6	19
I-81N 232.9 Junction	Mount Sidney North and South	Public	24	19
I-81N 218.4 Junction	Kangaroo Express	Private	18	13

Location	Facility Name	Ownership	Current Spaces	Maximum Spaces Needed
I-81N 213.7 Junction	Love's Travel Stop and Pilot Travel Center	Private	178	None

Bridges

VDOT rates all bridges and culvert conditions to address maintenance issues and prioritize repairs and replacements. The VDOT condition 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." VDOT conducts bridge inspections every 2 years, and focuses on: the deck, which is the surface that cars drive on; the superstructure, made up of the horizontal beams and other elements that bear the weight placed on the deck; and the substructure, which includes foundational elements like columns and abutments that connect a bridge to the ground below. If any bridge components are rated four or below, the bridge is deemed to be in poor condition. Poor condition does not indicate that the bridge is unsafe for driving, but instead puts the bridge on a regular inspection schedule every 12 months and places the bridge on a priority list for repair or replacement.

According to 2022 VDOT data, there is one bridge in Augusta County that is rated in poor condition and four bridges in Waynesboro. One culvert in Waynesboro is rated poor (see **Table 8**). Repair and reconstruction is funded with dedicated State of Good Repair (SGR) maintenance dollars and capital programs.

Table 8: Bridges and Culverts Rated Poor in the SAWMPO Region, 2022

Locality	Route/Street Name	Crossing
Bridges		
Augusta County	Tinkling Springs Road	Goose Creek
Waynesboro	Rosser Avenue	Pratts Run
Waynesboro	Wayne Avenue	South River
Waynesboro	2nd Street	South River
Waynesboro	Hopeman Parkway	South River
Waynesboro	Lyndhurst Avenue	South River
Waynesboro	Hopeman Parkway	Norfolk Southern Railroad
Culverts		
Waynesboro	S Bayard Avenue near 10th Street	Rockfish Run

5 – 2 Bicycle and Pedestrian

Trends from 2017 to 2024

Bicycle and pedestrian trends from 2017 to 2024 indicate that pedestrian and bicycle safety requires targeted interventions addressing intersection design, corridor-level safety improvements, and behavioral factors including impaired driving enforcement. From 2017 to 2021, the SAWMPO had 40 non-motorized fatal and serious injury crashes (29 pedestrian, 11 bicycle) with an average of 8.0 crashes per year, while the 2020-2024 period recorded 36 crashes with an average of 7.2 crashes per year, representing a 10% decrease in total crash

frequency. However, while the overall number of crashes is decreasing, recent trends from 2020-2024 show an increase in fatal injury crashes, and a high of 4 in 2024.

Based on SAWMPO 2023 Regional Transportation Safety Plan, Augusta County recorded the highest number of pedestrian crashes, and Waynesboro had the most bicycle crashes with 11 total incidents. All bicycle crashes and 67% of pedestrian crashes occurred at intersections. For pedestrian crashes, 78% in Staunton and 79% in Waynesboro occurred at intersections, and 55% in Augusta County, reflecting urban and rural roadway characteristic differences. Impaired drivers represent a significant factor in pedestrian crashes, involved in 36% of pedestrian crashes regionally, with the highest rate in Waynesboro at 43%. Bicycle crashes show much lower impaired driver involvement at 9% regionally.

Priority Bicycle and Pedestrian Safety Corridors

Based on the 2023 VDOT Pedestrian and Bicycle Safety Action Plan (PBSAP), VDOT assesses pedestrian and bicycle safety risks based on multiple risk factors rather than relying solely on crash history. The assessment groups risk factors into four weighted categories: roadway characteristics (50% weight), built environment features (25% weight), community demographics (20% weight), and crash history (5% weight).

The region contains 142.2 miles of Pedestrian and Bicycle Safety Action Plan corridors, with Augusta County having 55.12 miles, Waynesboro having 54.35 miles, and Staunton having 32.77 miles. These extensive corridor networks indicate widespread pedestrian safety concerns beyond the locations where crashes have already occurred. The PBSAP corridors show significant overlap with the High Injury Network on major routes including US-250, US-340, and US-11, indicating that corridors with high vehicle crash rates also present elevated pedestrian safety risks.

The analysis identifies the top 1% and top 5% of road segments statewide as priority locations for pedestrian and bicycle safety improvements, providing VDOT and local jurisdictions with data-driven guidance for targeting safety investments and engineering improvements even in areas without significant crash histories. There are five PBSAP priority 1% segments in the SAWMPO (see **Table 9**).

Table 9: High Priority PBSAP Segments in the SAWMPO

Location	Street/Route	From	To
Staunton	Greenville Avenue	Statler Square	E Gay Street
Staunton	Richmond Avenue	Near Crossing Way	Near Crossing Way
Waynesboro	N Poplar Avenue	W Broad Street	Ivy Street
Waynesboro	E Main Street	S Bayard Avenue	N Delphine Avenue
Waynesboro	N Delphine Avenue	E Main Street	7th Street

Locality-Based Needs

Public and stakeholder input and the needs identified in local plans acknowledge that bicycle and pedestrian infrastructure improvements should be a priority to address safety, multi-modal access, and improve quality of life. Staunton's 2019 Comprehensive Plan includes the 2018 "Bicycle and Pedestrian Plan" and a list of multi-modal priorities, and the City of Waynesboro's 2018 Comprehensive Plan amendment includes prioritizing greenway and trail construction projects that are also in the City of Waynesboro's 2012 Bicycle Plan. In Augusta

County, bicycle and pedestrian improvements are detailed in the county's 2025 Comprehensive Plan and small area plans.

A summary of bicycle and pedestrian needs from area plans is below:

- *Address the lack of sidewalk and multi-use trail connectivity in downtown areas to periphery areas around growth areas*. The current sidewalk system is fragmented and there is a need to fill gaps in the pedestrian network to enhance safety, especially in areas with disadvantaged populations such as low-income populations and the elderly.
- *Encourage the "complete streets" concept*. Plan for sidewalks, bike lanes, multi-use paths, and street trees along existing or planned roadway development to enhance connection to neighborhoods, businesses, and civic areas such as schools, parks, and government centers.
- *Develop shared-use path systems for non-motorized transport and seek opportunities to establish a region-wide multi-use path network connecting cities to the county*. Connect Staunton and Waynesboro networks to destinations in Augusta County such as Fishersville, Stuarts Draft, Verona, and along existing and new arterial and collector roads and riparian corridors. Moreover, the 2022 SAWMPO Bicycle and Pedestrian Connectivity Study identified potential corridors and facilities to create a connected regional network.

5 – 3 Transit and Travel Demand Management

Planning for a multi-modal transportation system requires consideration of needs related to public transit; Transportation Demand Management (TDM) programs like ridesharing, park and ride lots, and other commuter transportation services. Each of these transportation modes are addressed comprehensively in other planning documents. A needs summary for each is below.

BRITE Transit Needs

The BRITE 2022 Transit Development Plan (TDP) identifies key regional transit priorities for the next decade, focusing on serving transit-dependent populations through expanded Saturday paratransit service and addressing the growing aging demographic through 2050 through a focus on delivering accessible, affordable, dependable, and safe public transportation services that connect people with regionally significant destinations. Critical infrastructure improvements include enhanced bus stop safety and accessibility with new shelters, lighting, landing pads, and pedestrian connections, alongside continued implementation of intelligent transportation systems like real-time data feeds and mobile ticketing.

Service expansion priorities encompass extended paratransit and fixed-route operating days and hours, increased frequency on existing routes, route modifications for developing areas, and Sunday service on select routes to better serve and connect the community.

The plan also emphasizes innovative service delivery through a proposed microtransit pilot program that would provide on-demand, smartphone-based first-mile and last-mile connections/expanded mobility in the service area, supported by a completed 2025 feasibility study. Additionally, BRITE looks to pursue enhanced regional connectivity and coordination with providers like Amtrak and Virginia Breeze to create an integrated transportation network.

Afton Express Needs

The service needs to continue to evaluate ridership data and customer input to consider possible service changes that would better align with work schedules and passenger needs. Schedule revisions will improve the schedule to better utilize buses in the Afton Express fleet, continues to serve current riders, and increases new ridership.

Travel Demand Management Needs

Rideshare

The CSPDC 2024 RideShare Strategic Plan identifies key operational and infrastructure needs to achieve transportation demand management goals through 2030. The RideShare program requires enhanced marketing and technology improvements to increase awareness and usage of alternative transportation options. Currently, less than half of regional residents are familiar with available trip planning tools, indicating a need for expanded digital outreach and targeted campaigns. The program plans to overhaul its website, develop a comprehensive employer database for partnerships, and strengthen coordination with transit providers to promote existing services and support route expansions along major employment corridors like I-64 and I-81.

Infrastructure and operational support needs include maintaining and expanding park-and-ride facilities, securing sustainable funding through state grants and local matching funds, and improving data collection capabilities to track program effectiveness. These improvements will enable RideShare to better serve commuters seeking alternatives to single-occupancy vehicle trips and support the region's transportation demand management goals through 2030.

Park and Ride Lots

An important aspect of regional TDM management is the improvement and expansion of the area's park and ride facilities. The CSPDC monitors three park and ride facilities in the SAWMPO, and all lots do not currently have parking capacity issues and lots are in good condition; however, several long-term functional and amenity improvements are identified (see **Table 10**). As mentioned in **Chapter 4**: Existing Conditions, a new 50-space park and ride facility is being funded by a Smart Scale project at the I-81 Exit 235 northbound ramp and Triangle Drive in Weyers Cave, which addresses a regional need for a new facility in the Weyers Cave area that was documented in previous LRTP updates.

Table 10: Park and Ride Lot Facilities and Needs in the SAWMPO

Facility Name	Parking Spaces	Main Needs
Staunton Crossing	92	EV charging infrastructure
Verona Laurel Hill Road	35	Lighting, EV charging infrastructure, commuter car-pool informational signage
Waynesboro Town Center	120	EV charging infrastructure, commuter car-pool informational signage

5 – 4 Rail and Truck Freight

The SAWMPO region needs improved rail infrastructure and intermodal facilities to maximize connectivity with the Virginia Inland Port in Front Royal, enabling more efficient transfer of freight between rail and truck modes. Enhanced truck access routes connecting I-81 and I-64 to rail terminals are essential for supporting businesses

that could benefit from shipping goods through the inland port system to reach global markets via Hampton Roads. Regional freight planning should identify key corridors and potential sites for distribution centers or transload facilities that could serve as connection points between local businesses and the broader port network.

Coordination with the Virginia Port Authority and rail operators is necessary to ensure that regional transportation investments align with statewide freight priorities and maximize economic development opportunities. Reducing long-haul truck traffic on I-81 through increased rail freight utilization would address critical safety and congestion issues while maintaining the region's competitiveness as a logistics and distribution hub.

5 – 5 Emerging Transportation Technology

According to the 2025 CSPDC Regional Electric Vehicle Charger Site Analysis Study, electric vehicle registrations in the Staunton-Augusta-Waynesboro region are projected to have substantial growth, increasing from approximately 1,160 vehicles in 2025 to over 9,600 vehicles by 2035, representing 8% of all light-duty vehicles in the region. This growth pattern reflects broader trends driven by declining battery costs and expanding vehicle model availability. To accommodate this projected increase in electric vehicle adoption, the region will require significant infrastructure expansion beyond current capacity levels.

The CSPDC analysis indicates that the entire CSPDC region will need 680 Level 2 charging ports and 140 DC fast charging ports by 2035 to adequately support projected electric vehicle demand. For the SAWMPO region, the analysis identified 47 priority potential charging sites within the subregion, with Augusta County and Staunton each hosting 21 priority locations, Waynesboro contributing 4 sites, and 1 additional shared boundary location.

Connected and autonomous vehicles (CVs and AVs) present both opportunities and challenges for future transportation systems, with uncertain impacts on commuting patterns that could either increase vehicle miles traveled as workers move farther from employment centers or reduce personal vehicle ownership through on-demand transportation services. These technologies have the potential to significantly transform transit and freight operations by eliminating driver costs and operational limitations, allowing vehicles to operate continuously with reduced expenses. However, widespread adoption faces substantial barriers including public safety concerns, cybersecurity risks, and the complexity of managing mixed fleets during the transition period, with full implementation expected to take more than ten years.

5 – 6 VTrans Regional and Statewide Needs

The VTrans plan informs VDOT’s major transportation priorities and investments. VTrans includes three main travel area types – Corridors of Statewide Significance (CoSS), Regional Networks (RNs), and Urban Development Areas (UDAs) – to assist with coordinating statewide planning priorities with local transportation needs. Each travel area type includes a different set of transportation needs which are used for determining grant funding eligibility from state funding sources and directly inform project identification. I-81 and I-64 are Corridors of Statewide Significance and eligible for having the most needs addressed, including congestion, operations, and safety needs.

VTrans also categories needs by priority in relation to overall statewide needs and regional construction district needs. The SAWMPO has limited statewide transportation needs for priority 1 and priority 2 segments in relation

to statewide needs, and the needs are mainly along small segments of I-81 and US 250 (Richmond Road) in Staunton. The SAWMPO has more priority 1 and 2 needs when compared to other localities in the Staunton Construction District, which primarily include segments of:

- I-81
- I-64
- US 250 in each locality
- US 11 in Verona
- US 11 (Greenville Avenue) in Staunton
- Long Meadow Road in Augusta County

Chapter 6: Goals and Project Evaluation

The SAWMPO transportation goals reflect regional transportation planning priorities for the region over the next 25 years, and the MPO's project identification and evaluation process aligns with local, regional, state, and national transportation performance goals and is based on data-driven measures. The FHWA and FTA require that States and MPOs establish performance measures to integrate system-performance management into the transportation and transit planning process based on the passage of Moving Ahead for Progress in the 21st Century (MAP-21) transportation funding bill in 2012 and current transportation bill funding legislation. Transportation projects in Virginia must also meet statewide goals identified in VTrans.

This chapter addresses:

- 6 – 1 Federal and State
- 6 – 2 2050 LRTP Goals
- 6 – 3 Project Identification and Evaluation

6 – 1 Federal and State Requirements

Federal Requirements

Federal law requires all MPOs use performance-based planning. As a result, the SAWMPO must track specific measures to evaluate how well transportation projects meet community needs and guide investment decisions. The seven federal performance goals established under MAP-21 and continued through current legislation are mandatory requirements, not optional guidelines. SAWMPO must address the seven goals:

1. Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
3. Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
4. System Reliability - To improve the efficiency of the surface transportation system
5. Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
7. Reduce Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Additionally, the SAWMPO must document how its transportation plan coordinates with other planning documents in the Transportation Improvement Program (TIP). The organization adopts performance measures in coordination with state agencies and documents these measures in the TIP appendix to demonstrate compliance with federal requirements. This process ensures ongoing coordination between regional transportation investments, state priorities, and local comprehensive planning goals throughout the implementation phase, not just during initial planning.

State and Local Requirements

Federal law requires that the Long Range Transportation Plan be consistent with local comprehensive plans and regional policy documents to ensure they support land use patterns, economic development strategies, and community goals outlined in local plans. The MPO's project scoring methodology, which is detailed further in this chapter, includes factors that directly reflect priorities included in local comprehensive plans, creating a framework for multi-level coordination.

State Plan Coordination Requirements

SAWMPO must align its 2050 Long Range Transportation Plan with Virginia's state transportation plan, VTrans. Federal regulations require consistency between regional and state performance measures and implementation schedules. The MPO works directly with the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) to establish coordinated performance targets and ensure the regional plan supports statewide transportation objectives. This coordination ensures that regional projects contribute to broader state goals while addressing local needs.

Local Comprehensive Plan Integration

SAWMPO must review and consider transportation elements from local comprehensive plans when developing regional transportation projects and priorities. Each member locality has comprehensive plans with transportation chapters that identify local needs, priorities, and future development patterns. For example, SAWMPO's project evaluation process specifically includes a Land Use Coordination goal that receives significant weight in scoring, ensuring transportation investments support planned growth patterns and development objectives identified in local plans.

6 – 2 2050 LRTP Goals

The LRTP goals reflect regional transportation planning priorities and inform SAWMPO decision-making related to addressing the region’s transportation needs. The SAWMPO TAC reviewed the previous 2045 LRTP goals, federal performance goals, state VTrans goals and Smart Scale scoring factors, and public input from LRTP Public Engagement Phase 1 to develop the 2050 LRTP Goals.

After the draft 2050 goals were identified, staff from Staunton, Augusta County, and Waynesboro ranked each goal based on local and regional needs and public input. All localities ranked Safety as the region’s top priority, reflecting ongoing concerns about the increase in fatal injury crashes in the region. Staunton and Waynesboro ranked Accessibility higher than Augusta County, while the County prioritized Land Use Coordination and Economic Development more highly than the urban areas. The overall scoring across all three localities resulted in Safety, Efficient System Management, and Accessibility as the top three regional transportation goals (see **Table 11**). The 2050 LRTP goals inform the SAWMPO project evaluation process.

Table 11: 2050 LRTP Goals in Relation to Federal and State Goals

SAWMPO 2045 LRTP Goal	Federal (MAP-21)	State (VTrans 2045)	State (Smart Scale)
Goal 1 – Safety Increase the safety and security of the transportation system for all users.	Safety	Safety for all users	Safety
Goal 2 – Efficient system management Maintain existing transportation systems and facilities and promote efficient system management to address congestion and reliability.	Infrastructure Condition, System Reliability, and Congestion	Proactive System Management	Congestion
Goal 3 – Accessibility Provide an efficient, reliable transportation system for pedestrians, bicyclists and transit users, including traditionally underserved populations. Ensure connectivity of the transportation system across modes for the transport of both people and goods.	-	Accessible and Connected Places	Accessibility
Goal 4 – Land use coordination Encourage the coordination of land use and transportation planning for transportation improvements to support future growth.	Reduce Project Delivery Delays	Proactive System Management	Land Use
Goal 5 – Economic Development Support and improve the economic vitality of the region by encouraging a transportation system that provides access to jobs, education, and attracts businesses and entrepreneurs to the region.	Freight Movement and Economic Vitality	Economic Competitiveness and Prosperity	Economic Development
Goal 6 – Environmental Sustainability Improve quality of life by protecting and enhancing historic and natural resources, promoting energy conservation, maintaining air quality, and expanding regional recreation networks.	Environmental Sustainability	Accessible and Connected Places	Environment

6 – 3 Project Identification and Prioritization

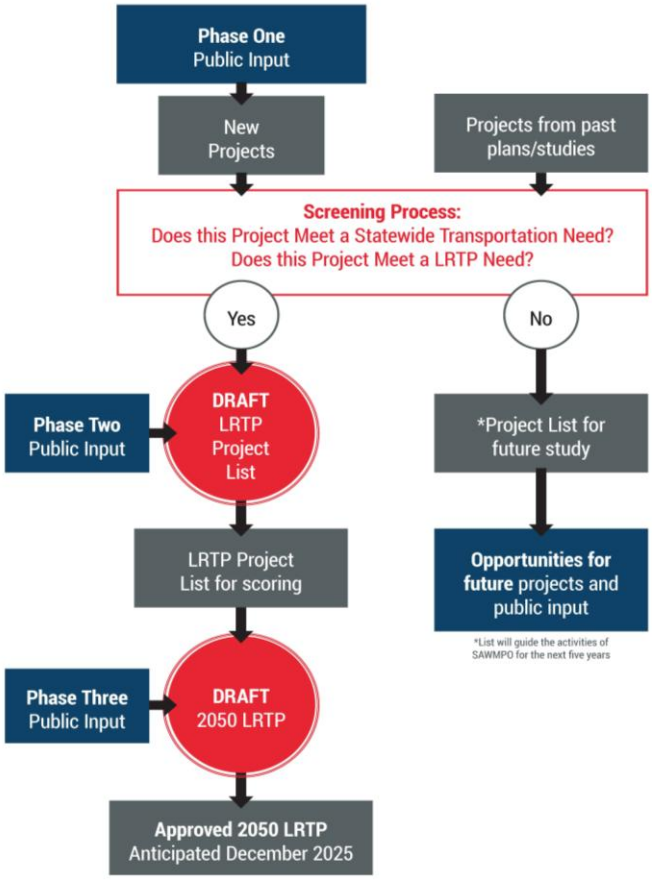
The LRTP project identification and evaluation process guides how the SAWMPO prioritizes projects for inclusion in the 2050 LRTP Fiscally-Constrained Long Range Project List (CLRP) for projects the MPO is projected to be able to fund over the next 25-years, (see **Chapter 7**), the Vision Project List of projects that will remain unfunded, and Future Study List for projects that need additional analysis and improvements identified. The framework is based on project identification, screening, and scoring (see **Figure 5**).

Project Identification and Screening

The candidate projects were identified from the 2045 LRTP Project List of unfunded projects, projects identified in regional transportation studies conducted in the past 5 years, projects identified in locality comprehensive plans, and needs identified from the LRTP Phase 1 public input process.

SAWMPO staff screened each candidate project to determine whether a candidate addressed 1) a SAWMPO goal, 2) a statewide VTrans need, 3) a deficiency related to congestion, safety, freight access, or multi-modal connectivity based on VDOT data, or 4) improvements identified in a pre-existing study. Projects not meeting screening criteria were placed on the Vision List. Projects ideas that are in need of further evaluation were placed on the Study List, which will be used to inform future SAWMPO studies (see **Chapter 7**).

Figure 5: 2050 LRTP Project Screening



Project Evaluation

The project evaluation approach is similar to Virginia's Smart Scale process, using goal-based factors and weighted criteria, but tailored to regional conditions. The projects that passed screening were then scored using a methodology based on the SAWMPO's prioritized goals. Each locality ranked the 2050 LRTP goals in alignment with each jurisdiction's planning values and priorities. The rankings were used to establish percentage weights for the goals in project scoring. Projects were evaluated by the following five goal areas and percentage weights: Safety (35%), Accessibility (25%), Economic Development (13%), Land Use (17%), and Environment (10%) (see **Table 12**, and **Appendix B** for the full project scoring results).

While the SAWMPO TAC identified congestion mitigation as an issue under the Efficient System Management goal, the Travel Demand Model is unable to analyze the congestion mitigation effects of individual projects because the projects in the Project List do not individually add enough capacity to effect a change in the model outputs. As a result, congestion mitigation and Efficient System Management was not considered for the evaluation process. Travel Demand Models are macro-scale and designed to consider regional-scale changes such as major widening and new roadway connection projects.

Table 12: 2050 LRTP Project Evaluation Methodology

Note: Appendix B shows the full project scoring results for each of the 22 new projects identified

2050 LRTP Scoring Factor	SAWMPO LRTP Goal	Smart Scale Measure	Proposed SAWMPO Project Performance Metric & Average Weight
Safety (35%)	Increase the safety and security of the transportation system for all users.	Equivalent property damage only (EPDO) of fatal and injury crashes expected reduction (50%)	Equivalent property damage only (EPDO) of fatal and injury crashes expected reduction (50%)
		Equivalent property damage only (EPDO) of fatal and injury crash rate expected reduction (50%)	Equivalent property damage only (EPDO) of fatal and injury crash expected reduction (50%)
Accessibility (25%)	Provide an efficient, reliable transportation system for pedestrians, bicyclists and transit users, including traditionally underserved populations.	Increase access to jobs (60%)	Evaluation of roadway characteristics in relation to regional network importance
		Increase access to jobs for disadvantaged populations (20%)	Improves access to multimodal travel choices
		Increase access to multimodal travel choices (20%)	Project includes transit, bicycle and/or pedestrian improvements (becomes 40%)
Economic Development (13%)	Support and improve the economic vitality of the region by encouraging a transportation system that provides access to jobs and education, and attracts businesses and entrepreneurs to the region.	Project support for Economic Development (70%)	Decay weighted job growth adjacent to project (70%)
	Ensure connectivity of the transportation system across modes for the transport of both people and goods.	Intermodal Access and Efficiency/ Tons of goods impacted (30%)	Intermodal access and efficiency/tons of goods impacted (30%)
Environment (10%)	Improve quality of life by protecting and enhancing historic and natural resources, promoting energy conservation, maintaining air quality, and expanding regional recreation networks.	Air Quality and Environmental Effect (50%)	Air quality and environmental effect (50%)
		Impact to Natural and Cultural Resources (50%)	Amount of potentially impacted natural and cultural resource acres within the 1/4 mile buffer area in acres (50%)
Land Use (17%)	Encourage the coordination of land use and transportation planning in order for transportation improvements to support future growth.	Support of transportation-efficient land development (100%)	Screen out projects with no bicycle/pedestrian component. EPA Guide to Sustainable Transportation Performance Measures Employment to Dwelling (100%)

Chapter 7: Transportation Projects

Chapter 7 includes the SAWMPO prioritized transportation projects through 2050 based on future estimated revenues between FY25 - 50. The chapter details the Constrained Long Range Plan (CLRP), which includes 58 projects based on current and future estimated funding totaling $461 million. Of the 58 projects, 36 are currently funded projects committed through VDOT's Six Year Improvement Program (SYIP), and 22 newly identified projects that could potentially be funded between 2032-2050.

Projects that exceed available funding or are in need of updated studies and evaluation are included on a Vision List to maintain a pipeline of transportation improvements that could advance if additional resources become available or project scope and costs change. The chapter also identifies 12 transportation studies needed to evaluate concepts that require further analysis before they can be considered for future funding.

This chapter addresses:

- 7 – 1 Estimated Revenues
- 7 – 2 Financially Constrained List of Projects
- 7 – 3 Vision List Projects
- 7 – 4 Future Potential Studies

7 – 1 Estimated Revenues

Highway Funding

SAWMPO and VDOT staff developed estimated revenue projections for the SAWMPO between 2025 and 2050 based on several sources. Between 2026 to 2031, staff documented all capital projects within the SAWMPO region included in VDOT's Six Year Improvement Program (SYIP), which documents projects that are currently budgeted for funding over the next six years. Between 2032 to 2050, revenue projections were based on historic trends in past funding received in the SAWMPO and VDOT's 2024[4] future year budget projections, I-81 Corridor Improvement Program funding, and discretionary grant programs. Depending on the funding program, transportation projects can receive funding for planning design, and construction to address safety, congestion, accessibility, and connectivity needs.

Highway funding comes from federal, state, local, and private sources. Federal programs include the National Highway Performance Program (NHPP) for interstate and principal arterial improvements, the Surface Transportation Program (STP) for construction and reconstruction projects, the Highway Safety Improvement Program (HSIP) for safety improvements, and the Transportation Alternatives Program (TAP) for bicycle and pedestrian infrastructure.

Virginia provides state highway project funding through gas tax revenues that match federal programs, the Smart Scale program which divides funding between the District Grant Program and High Priority Projects, the Revenue Sharing program that provides a 50% match for all projects, and the State of Good Repair program for

[4] VDOT develops annual budget projections for each MPO. Although VDOT released 2025 projections in October 2025, this LRTP uses the more conservative 2024 projections due to the timing of the 2025 data release and the LRTP development timeline. Despite this, SAWMPO projects sufficient funding for all 22 CLRP projects.

maintenance projects. Local governments contribute through general obligation bonds and general funds, while private funding comes from developer proffers during property rezoning and Public Private Partnerships (P3).

Estimated Highway Projections

The updated 2050 Long Range Transportation Plan projects total highway revenues of $1.081 billion between fiscal years 2026 and 2050, distributed across short-term ($316.2 million), mid-term ($355.1 million), and long-range ($409.9 million) periods (see **Table 13**). The largest funding source is the I-81 Capital Improvement Program at $344.4 million, the Interstate Corridor Funds at $292.9 million, and the State of Good Repair program at $154.5 million. Smart Scale competitive programs provide funding through the District Grant Program ($153.0 million) and High Priority Projects ($113.1 million). Smaller funding sources include the Highway Safety Improvement Program ($10.2 million), Revenue Sharing ($7.2 million), and Transportation Alternatives ($5.8 million). Programs with growing annual funding increased on average between 2 to 3% annually. See **Appendix A** for the full year-by-year 2050 LRTP revenue projections.

Table 13: 2050 Highway Revenue Projections

Funding Program	Short-Term FY 26-31	Mid-Term FY 32-41	Long-Range FY 42-50	Total
District Grant Program (Smart Scale)	$34,537,000	$55,667,448	$62,835,881	$153,040,329
High Priority Projects (Smart Scale)	$28,992,000	$39,334,434	$44,820,680	$113,147,112
I-81 Capital Improvement Program	$169,878,000	$80,139,297	$94,371,359	$344,388,656
Interstate Corridor Funds	$43,642,314	$114,484,710	$134,816,227	$292,943,251
Transportation Alternatives	$60,000	$3,000,000	$2,700,000	$5,760,000
Revenue Sharing	$4,388,000	$1,500,000	$1,350,000	$7,238,000
Highway Safety Improvement Program	$6,424,000	$2,000,000	$1,800,000	$10,224,000
State of Good Repair	$28,274,049	$59,001,650	$67,231,020	$154,506,717
Total	**$316,195,363**	**$355,127,539**	**$409,925,167**	$1,081,248,065

Transit Funding

Transit funding comes primarily from federal programs administered through the Virginia Department of Rail and Public Transportation (DRPT) for operating and capital costs. The 2022 BRITE Transit Development Plan (TDP) details the service revenues in more detail. The Urbanized Area Formula Program (Section 5307) provides capital and operating assistance for areas with populations between 50,000 and 200,000, while the Rural Area Formula Program (Section 5311) serves areas with populations under 50,000. The Transportation for Elderly Persons and Persons with Disabilities (Section 5310) provides specialized transportation services for persons with disabilities and elderly transportation needs through non-profit organizations.

Eligible activities include planning and engineering, capital investments in buses and bus facilities (including replacement, overhaul, and security equipment), construction of maintenance and passenger facilities, and investments in fixed guideway systems such as rolling stock, track, signals, and communications equipment. DRPT administers these federal funds which includes eight grant programs for capital purchases, operations, and planning. Local transit also receives contributions from community partners including Augusta Health, Wilson Workforce and Rehabilitation Center, Blue Ridge Community College, and other partners.

Estimated Transit Projections

The updated 2050 Long Range Transportation Plan projects total transit revenues of $74.8 million between fiscal years 2025 and 2050 for funding from the two primary federal sources based on analysis of past budget trends and an assumption of 3% annual growth. Annual transit revenues are projected to grow from $1.94 million in FY25 to $4.06 million in FY50. Over the 25-year period, Section 5307 funding is projected to be $40 million, or 54% of total transit revenues, and Section 5311 is projected to be $34.7 million, or 46% of transit revenues. The funding will support both capital improvements and operating expenses for BRITE transit services throughout the SAWMPO region, with fare revenues covering approximately 4% of operating costs.

Table 14: 2050 Transit Revenue Projections

Funding Program	Short-Term FY 26-31	Mid-Term FY 32-41	Long-Range FY 42-50	Total
5307 (Urban)	$7,958,463	$14,643,775	$17,440,108	$40,042,34
5311 (Rural)	$6,904,269	$12,704,031	$15,129,957	$34,738,257
Total	**$14,862,732**	**$27,347,806**	**$32,570,065**	**$74,780,604**

Valley Program for Aging Services (VPAS) is currently the only 5310 non-profit recipient serving the SAWMPO region. VPAS uses 5310 funding for new vehicles and operating assistance. Based on the past ten years of 5310 awards to VPAS, and its vehicle replacement schedule, it is projected that VPAS will receive $1,551,837.67 between 2025 and 2050.

7 – 2 Financially-Constrained List of Projects

The LRTP includes a list of fiscally-constrained capital improvement transportation projects based on the FY 25 - 50 short, mid-term, and long-term revenue estimates called the Constrained Long Range Transportation Plan (CLRP)[5]. Fiscal constraint provides a realistic scenario of what projects could reasonably be funded within the next 25-years based on revenue projections. The 2050 SAWMPO CLRP includes 1) the Previously Constrained List, or list of projects that are currently funded and documented in VDOT's FY26 – 31 SYIP, and 2) the Newly Committed List, which includes newly identified projects that are not yet funded, but hypothetically could be funded based on projected mid- and long-term revenues between FY32 – 50.

The 2050 SAWMPO CLRP includes a total of 58 projects totaling $461 million. Of those projects, 36 projects are currently funded between FY26 – 31 and included on the Previously Constrained List, and 22 new projects have

[5] The SAWMPO's CLRP does not address pavement preservation and bridge projects, and documents – rather than prioritizes – the state's own projects like those on I-81, which improve system performance on the National Highway System.

been identified as part of the 2050 LRTP update process and added to the Newly Constrained List for funding between FY32 – 50.

As mentioned in **Chapter 6**, SAWMPO staff screened each candidate CLRP project to determine whether a candidate addressed 1) a SAWMPO goal, 2) a statewide VTrans need, 3) a deficiency related to congestion, safety, freight access, or multi-modal connectivity based on VDOT data, or 4) improvements identified in a pre-existing study. Any projects that did not meet the screening criteria were added to the Vision List. Project ideas that need further evaluation were placed on the Study List, which will be used to inform future SAWMPO studies.

The SAWMPO evaluated each CLRP-eligible project based on the LRTP scoring factors detailed in **Chapter 6**. The projects with the highest benefit-cost scores were matched with projected available revenues to create the CLRP. The SAWMPO sought public input on the draft CLRP-eligible projects during Phase 2 Public Engagement, and all projects received a high-level of support (see **Chapter 2**). The SAWMPO TAC and Policy Board approved the list of CLRP-eligible projects.

Previously Committed Projects (Currently Funded)

The 2050 SAWMPO CLRP Previously Committed Project List includes projects that are currently funded and documented in VDOT's FY26 – 31 Six Year Improvement Program (SYIP) funding plan. The annual revenues by funding program are included in the short-term revenue projects from **Table 1**. The SAWMPO has 34 capital projects funded in the region between FY26 - 31, which includes 4 Interstate I-81 projects, 11 Augusta County projects, 9 Staunton projects, and 12 Waynesboro projects totaling $364 million (see **Table 2**).

The most common project type regionwide are corridor improvement projects (9 projects), pedestrian-related projects (9 projects), and intersection improvement projects (8 projects). The most common project type in Augusta County are intersection improvement projects (4 projects), while nearly half of the projects in both Staunton and Waynesboro are pedestrian-related projects. The Interstate I-81 projects are the largest investment, totaling over $240 million for widening, truck climbing lanes, and acceleration/deceleration improvements between mile markers 221-237. The District Grant Program (DGP) is funding the most projects with approximately 13 projects, followed by the Highway Safety Improvement Program (HSIP) with 6 projects.

Newly Committed Projects (Not Yet Funded)

Projects that could reasonably expect to receive funding based on the mid- to long-term revenue assumptions between FY 32 -50 are called the "newly committed" projects. The 2050 SAWMPO CLRP Newly Committed Project List includes 22 new projects. Based on FY32 – 50 revenue projections, the SAWMPO could fund all 22 projects over the next 25 years totaling $195 million in year-of-expenditure costs (see **Table 3**).

Augusta County has the most projects with 10, focusing primarily on bicycle and pedestrian improvements (4 projects) and intersection/interchange improvements (4 projects), while Staunton has 6 projects emphasizing corridor safety improvements and Waynesboro has 6 projects divided between intersection improvements and bicycle/pedestrian facilities. The most common project type overall is bicycle and pedestrian improvements with 7 projects, followed by intersection improvements with 6 projects, and corridor improvements with 5 projects. The District Grant Program (DGP) is funding the most projects with 8, followed by the Highway Performance Program (HPP) with 4 projects, while other funding sources include HSIP, TAP, Revenue Sharing (RS), and developer funding.

Table 15: CLRP Funded List of Projects (Projects Already Funded in VDOT's SYIP)

CLRP – Currently Funded List (Projects already funded through VDOT's FY26 – 31 Six Year Improvement Program (SYIP)								
LRTP Project ID	**VDOT UPC**	**Project Name**	**Project Description**	**Project Type**	**Funding Source**	**Cost Estimate**	**Prior Allocations**	**Balance to Finance**
Interstate I-81 Funded Projects								
CF-1	**116269**	**Northbound and Southbound 221 to 225 3-Lane Widening**	Improvements from mile marker 221.45 to mile marker 225.6.	Interstate	I-81 CIP	$140,524,000	$61,409,000	-
CF-2	**116277**	**Northbound Mile Marker 234 to 237 Weyers Cave Truck Climbing Lane**	Improvements from mile marker 234.1 to mile marker 237.7.	Interstate	I-81 CIP	$45,662,000	$45,662,000	-
CF-3	**116278**	**Southbound Mile Marker 234 to 237 Weyers Cave Truck Climbing Lane**	Improvements from mile marker 234.2 to mile marker 237.9.	Interstate	I-81 CIP	$43,119,000	$43,119,000	-
CF-4	**124294**	**Acceleration and Deceleration Lane Extensions for Three Projects**	Reconstruct and add capacity to acceleration and deceleration lanes along I-81 from mile marker 231.9 to mile marker 232.9.	Interstate	I-81 CIP	$13,230,000	$4,794,000	-
Augusta County								
CF-5	**111229**	**WWRC Complex Roundabout**	Single lane roundabout at the intersection of Woodrow Wilson Avenue, VO Tech Road, and Hornet Road.	Intersection	DGP; Legacy CN	$3,027,000	$2,757,000	-
CF-6	**119641**	**US 11 South of Staunton STARS Improvements**	Improvements from .34 miles south of Frontier Drive to .42 miles north of Frontier Drive.	Corridor	DGP	$3,338,000	$865,000	-
CF-7	**119655**	**BRITE Pedestrian Improvements**	Improvements at Sangers Lane, Lew Dewitt, and Dick Huff Lane.	Transit and Pedestrian	HPP	$3,595,000	$3,983,000	-
CF-8	**127216**	**Signalized Green T at Intersection of Route 250 and I-64 Exit 99**	Improvements from the intersection of Route 250 and the I-64 Exit 99 ramp to the intersection of Route 250 and the Exit 99 ramp.	Intersection	HSIP	$1,068,000	$62,000	-
CF-9	**119658**	**Hermitage Road (Route 254) Intersection Improvements**	Intersection improvements at three locations.	Intersection	DGP	$2,609,000	$2,902,000	$293,000
CF-10	**119660**	**Weyers Cave Road (Route 256) Turn Lane**	Addition of right turn lanes on Route 256, serving the I-81 Exit 235 on-ramps.	Interstate Interchange	DGP	$8,509,000	$2,806,000	-

CLRP – Currently Funded List (Projects already funded through VDOT's FY26 – 31 Six Year Improvement Program (SYIP)								
LRTP Project ID	**VDOT UPC**	**Project Name**	**Project Description**	**Project Type**	**Funding Source**	**Cost Estimate**	**Prior Allocations**	**Balance to Finance**
CF-11	**127914**	**Route 256 Bridge Deck Widening Over I-81, Exit 235**	Add an additional turn late on the I-81 Exit 235 bridge to accommodate left turn movements onto the interstate.	Interstate Interchange	HPP	$19,384,000	$0.00	-
CF-12	**115715**	**WWRC Short Term Access**	Addition of turn lanes and signal timing improvements at the intersection of US 250 and SR 358.	Intersection	DGP	$4,101,000	$2,242,000	-
CF-13	**111058**	**Mill Place Parkway Improvements**	Improvements from .1 miles south of the Route 612 intersection to intersection of Route 612.	Corridor	DGP; Legacy CN	$3,058,000	$2,981,000	$77,000
CF-14	**125434**	**Dick Huff Lane Improvements**	Improvements from intersection of Route 11 and Dick Huff Lane to .16 miles east of the intersection.	Segment	RS	$2,759,000	$435,000	-
Staunton								
CF-15	**119656**	**Greenville Avenue (US 11) Road Diet**	Improvements from .75 miles south of intersection Richmond Avenue to .09 miles south of Richmond Avenue.	Corridor	HPP	$3,728,000	$1,128,000	-
CF-16	**119651**	**Richmond Ave And Crossing Way Shared Use Path**	Improvements from Frontier Drive to Staunton Crossing.	Bicycle and Pedestrian	HPP	$4,985,000	$1,957,000	$129,000
CF-17	**125439**	**Churchville Avenue Streetscape**	Improvements from the intersection of Thornrose Avenue to the intersection of Albemarle Avenue.	Corridor	RS	$2,152,000	$87,000	-
CF-18	**111051**	**Richmond Ave Road Diet and Roundabout**	Improvements from .09 miles south of Richmond Avenue intersection to .08 miles north of Richmond Avenue intersection.	Intersection	DGP	$2,107,000	$0.00	$573,000
CF-19	**115135**	**Edgewood Road Sidewalk Improvements**	Sidewalk improvements from North Coalter Street to North Augusta Street.	Pedestrian	DGP	$375,000	$723,000	$1,094,000
CF-20	**119657**	**Commerce Rd/Lewis Creek Greenway**	Bicycle and pedestrian facilities from Greenville Avenue to Statler Boulevard.	Bicycle and Pedestrian	HPP	$2,850,000	$1,463,000	-
CF-21	**122961**	**Crosswalk Visibility Improvements**	Improve the visibility of crosswalks at multiple locations in the City.	Pedestrian	HSIP	$1,112,000	$20,000	-

CLRP – Currently Funded List (Projects already funded through VDOT's FY26 – 31 Six Year Improvement Program (SYIP)								
LRTP Project ID	**VDOT UPC**	**Project Name**	**Project Description**	**Project Type**	**Funding Source**	**Cost Estimate**	**Prior Allocations**	**Balance to Finance**
CF-22	**125479**	**Pedestrian Infrastructure Improvement**	Installing pedestrian infrastructure improvements at multiple locations in the City.	Pedestrian	HSIP	$1,073,000	$195,000	-
Waynesboro								
CF-23	**125447**	**4th Street Bridge Pedestrian Improvements**	Improvements from 4th Street on the west side of Norfolk Southern Railroad to 4th Street on the east side of the railroad.	Pedestrian	TAP	$217,000	$157,000	-
CF-24	**124205**	**I-64 Exit 94 Westbound Off-Ramp Improvements**	Improvements to I-64 Exit 94 Westbound Off-Ramp.	Interstate Interchange	DGP	$2,442,000	$733,000	$29,000
CF-25	**125669**	**Rockfish Valley Gateway Trail FLAP**	Improvements from Sunset Park to Claudius Crozet Bridge Tunnel.	Bicycle and Pedestrian	EFLAP	$950,000	$950,000	-
CF-26	**119643**	**US 250 (West Main Street) Corridor Improvements**	Improvements from Waynesboro City Limits to Hopeman Parkway	Corridor	DGP	$1,645,000	$1,040,000	$316,000
CF-27	**120641**	**Route 250 Broad Street Streetscape**	Improvements from Rosser Avenue to East Main Street	Corridor	DGP	$7,190,000	$7,190,000	-
CF-28	**115133**	**East Main Street**	Improvements near Hunter Street to Waynesboro Eastern City Limits.	Corridor	DGP	$6,655,000	$1,312,000	$4,405,000
CF-29	**124004**	**Roundabout At Broad St., Main St. And Rosser Avenue**	Improvements from Broadstreet, Main Street, and Rosser Avenue	Intersection	DGP	$7,561,000	$0.00	-
CF-30	**122959**	**Flashing Yellow Lights**	Install flashing lights at 20 locations throughout the City.	Corridor	HSIP	$2,000	$35,000	-
CF-31	**122960**	**Pedestrian Crossing Projects**	Improvements at 15 intersections citywide for pedestrian crossing improvement including ADA compliant ramps, high-visibility crosswalks, signage and rapid flashing beacons.	Pedestrian	HSIP	$825,420	$0.00	-

CLRP – Currently Funded List (Projects already funded through VDOT's FY26 – 31 Six Year Improvement Program (SYIP)								
LRTP Project ID	**VDOT UPC**	**Project Name**	**Project Description**	**Project Type**	**Funding Source**	**Cost Estimate**	**Prior Allocations**	**Balance to Finance**
CF-32	**125480**	**Pedestrian Improvements Set 1, 2 and Curve Delineators**	Improvements at 26 locations through the city to include one curve delineation and pedestrian crossing improvements such as ADA compliant ramps, high visibility crosswalks, signage, median refuges and rapid flashing beacons.	Pedestrian	HSIP	$3,483,349	$97,000	-
CF-33	**125481**	**Unsignalized Intersection Improvements**	Improvement to 9 unsignalized intersections throughout the city to include pavement markings, increased size of stop/yield and warning signs and installation of advanced warning signs.	Intersection	HSIP	$306,046	$50,000	-
CF-34	**115136**	**13th Street and Rosser Avenue Roundabout**	Improvements at the intersection of 13th Street and Rosser Avenue.	Intersection	DGP	$579,000	$0.00	$225,000

Table 16: CLRP Newly Constrained Project List (Projects that Could be Funded)

CLRP – Newly Constrained List (Projects that could be funded based on FY32 – 2050 estimated projected revenue)							
Project ID	**Project Name**	**Project Description**	**Project Type**	**Funding Source**	**Cost Estimate (2025)**	**Mid (2032 to 2041) or Long Term (2042 to 2050); Median mid year = 2036 Median long year = 2046**	**Year of Expenditure Cost Estimate**
Augusta County							
A-1	**US 250 (Richmond Road) and I-81 Exit 222 Interchange Ramp Improvements**	This project proposes to install new traffic signals at both the northbound and southbound I-81 exit ramps. The southbound ramp will be widened with two right turn lanes leading to Crossing Way. On the northbound side, two left turn lanes will be added for traffic turning onto the I-81 entrance ramp. New overhead guide signs will be installed for Crossing Way and Richmond Road directions.	Interchange	HPP	$3,954,284	Long Term	$7,356,133
A-2	**US 250 (Jefferson Highway) Safety Improvements from Old White Bridge Road to Waynesboro City Limits**	This project proposes to install a raised median on Jefferson Highway between Goose Creek Road and Chandelle Boulevard, and a 5-foot wide sidewalk along the north side of the road. Traffic signal timing will be adjusted between Old White Bridge Road and the Waynesboro City Limit.	Corridor	DGP	$2,202,621	Mid Term	$3,048,942
A-3	**US 11 Safety Improvements from Christian's Creek Road to Staunton City Limit**	This project proposes to improve safety and congestion along US 11 from Christian's Creek Road to the Staunton City limits by 1) installing widened shoulders from Christian's Creek Road to Rolling Thunder Lane; 2) converting Rolling Thunder Lane to right-in and right-out only access; 3) installing a new overhead sign before the Route 262 northbound on-ramp; 4) extending the median with a straight-through green arrow at Frontier Drive; 5) adding a directional median opening at Payne Lane; 6) installing a new median with directional opening from Orchard Hill Road to Staunton City Limit; and 7) installing a sidewalk on the	Corridor	DGP/Maintenance funds	$2,640,797	Mid Term (#3-7 already part of the project under design @ $3,740,937, UPC 119641; #2 was going to be part of the project, but was rejected)	$3,655,481

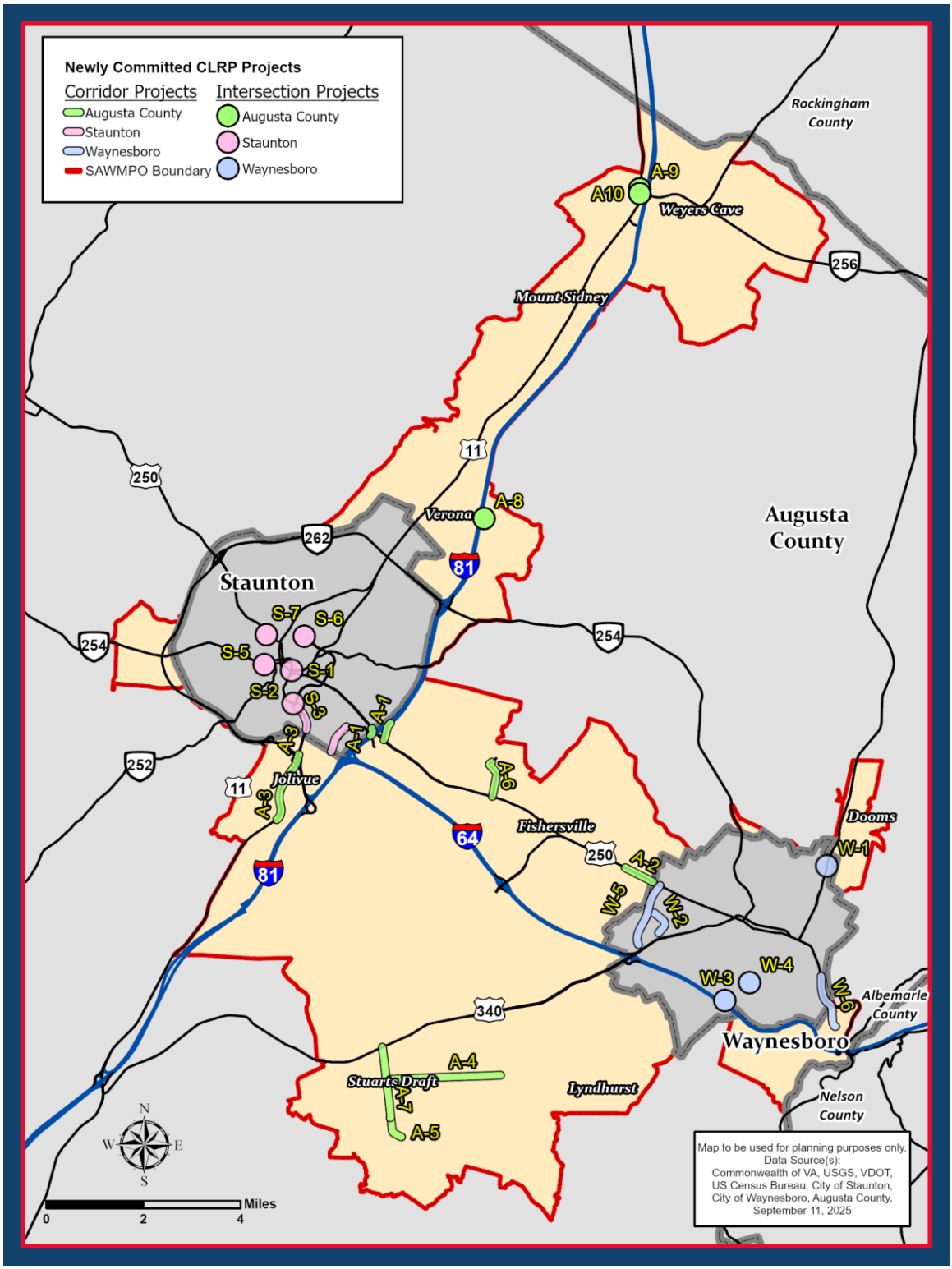
CLRP – Newly Constrained List (Projects that could be funded based on FY32 – 2050 estimated projected revenue)							
Project ID	**Project Name**	**Project Description**	**Project Type**	**Funding Source**	**Cost Estimate (2025)**	**Mid (2032 to 2041) or Long Term (2042 to 2050); Median mid year = 2036 Median long year = 2046**	**Year of Expenditure Cost Estimate**
		east side of US 11 from the Staunton City Limit to Route 262.					
A-4	**Wayne Avenue Pedestrian Improvements**	This project proposes to install 5 foot sidewalks along Wayne Avenue from Draft Avenue to Crestview Drive, with some existing sidewalks being upgraded. A multi-use path will extend from Crestview Drive to Patton Farm Road.	Bicycle and pedestrian	DGP/TAP	$4,324,092	Long Term	$8,044,085
A-5	**Howardsville Turnpike and Hodge Street Pedestrian Improvements**	This project proposes to install .15 mile, 5-foot wide sidewalk along the western side of Howardsville Turnpike. A .35 mile, 5-foot wide sidewalk will be installed along the eastern side of Hodge Street. The existing traffic signal will be upgraded to include pedestrian signal heads and push buttons.	Bicycle and pedestrian	TAP	$1,970,766	Mid Term	$2,728,001
A-6	**Woodrow Wilson Rehabilitation Center Long-term Access Improvements**	This project proposes to construct a .7 mile, two-lane roadway connecting US 250 along Woodrow Wilson Avenue to the WWRC Campus at Hornet Road. The road will connect to US 250 about 1,090 feet west of the current Woodrow Wilson Avenue intersection. A 10-foot wide shared use path will be installed along US 250 connecting to the existing path.	New roadway	DGP	$16,599,171	Long Term	$30,879,348
A-7	**Draft Avenue Pedestrian Improvements from Stuarts Draft Highway to Cold Springs Road**	This project proposes to construct a 0.7-mile, 5-foot wide sidewalk on the west side of Draft Avenue from the railroad crossing south to Cold Springs Road. ADA-compliant crossings will be added, and pavement markings will be painted to create bicycle lanes.	Bicycle and pedestrian	DGP	$4,700,856	Long Term	$8,744,978

CLRP – Newly Constrained List (Projects that could be funded based on FY32 – 2050 estimated projected revenue)							
Project ID	**Project Name**	**Project Description**	**Project Type**	**Funding Source**	**Cost Estimate (2025)**	**Mid (2032 to 2041) or Long Term (2042 to 2050); Median mid year = 2036 Median long year = 2046**	**Year of Expenditure Cost Estimate**
A-8	**Laurel Hill Road and I-81 Exit 227 Northbound Ramp Roundabout**	This project proposes to construct a single-lane roundabout at the I-81 Exit 227 northbound ramps and Laurel Hill Road. A dedicated eastbound through lane and left turn lane will be included. New lighting will be installed at the intersection.	Intersection	HPP	$4,770,867	Long Term	$8,875,219
A-9	**Route 256 and Route 11 Intersection Short-Term Safety Improvements**	This project proposes to install a raised median along Route 11 north of the Route 11 and Route 256 intersection, and reduce left turn conflicts and access to both gas station properties adjacent to the intersection.	Intersection	DGP	$2,862,945	Mid Term	$3,962,985
A-10	**Route 256 and Route 11 Single-Lane Roundabout**	This project proposed to construct a single-lane roundabout at the intersection of Route 256 and Route 11.	Intersection	HPP	$4,655,017	Long Term	$8,659,703
Staunton							
S-1	**Greenville Avenue Safety Improvements from Amherst Road, Statler Boulevard, and Ritchie Boulevard**	This project proposes to establish a signal for westbound right turns, extend the right turn island, and install new crosswalks at the Statler Boulevard intersection, install a sidewalk on the east side of Greenville Avenue from Amherst Road to Statler Boulevard, and install a raised median will be installed from Amherst Road to Ritchie Boulevard.	Corridor	HSIP	$748,149	Mid Term	$1,035,613
S-2	**Greenville Avenue Safety Improvements from Orchard Hill Road to Barterbrook Road**	This project proposes installing a directional median at Orchard Hill Road to limit left turning movements at the auto dealership and right turning movements at the drug store. A dedicated right turn lane will be added and extended. A median will be installed on Greenville Avenue between Orchard Hill Road and Barterbrook Road.	Corridor	HPP	$1,355,116	Long Term	$2,520,915

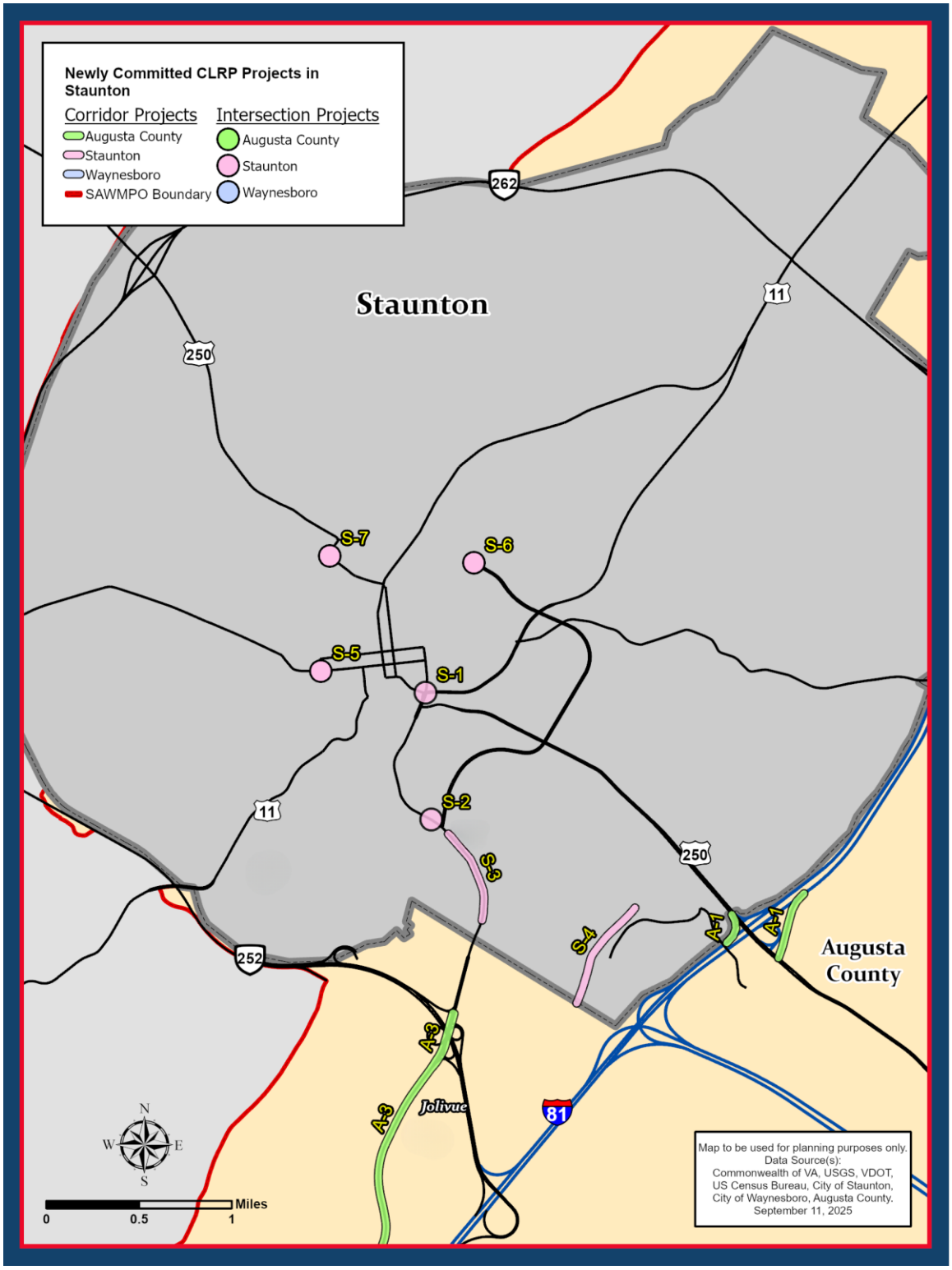
CLRP – Newly Constrained List (Projects that could be funded based on FY32 – 2050 estimated projected revenue)							
Project ID	**Project Name**	**Project Description**	**Project Type**	**Funding Source**	**Cost Estimate (2025)**	**Mid (2032 to 2041) or Long Term (2042 to 2050); Median mid year = 2036 Median long year = 2046**	**Year of Expenditure Cost Estimate**
S-3	**George Cochran Parkway Extension**	This project proposes a new two-lane road constructed from the current roundabout at George Cochran Parkway to South Frontier Drive. A shared use path will be built along the new road.	Bicycle and pedestrian	Developer	$6,159,223	Mid Term	$8,525,805
S-4	**West Beverley Street at North Jefferson Street Single-Lane Roundabout**	This project proposes to install a single-lane roundabout at the intersection of West Beverly Street and North Jefferson Street. The center island will be traversable by large vehicle such as tractor trailers to assist with turning.	Intersection	DGP	$1,591,350	Long Term	$2,960,380
S-5	**North Coalter Street, Statler Boulevard, and Edgewood Drive Safety Improvements**	This project proposes to remove the right turn island on Edgewood Road, install flashing yellow arrow signals, high-visibility signal backplates, and signage improving access to the 7-11 and Walgreens driveways. Lane drop warnings will be improved for westbound traffic for the Statler Boulevard right turn lane.	Corridor	RS	$1,058,778	Mid Term	$1,465,597
S-6	**Churchville Avenue and Thornrose Avenue Short-Term Safety Improvements**	This project proposes to remove the channelized right turn lane at the intersection of Thornrose and Churchville Avenue.	Intersection	RS	$179,292	Mid Term	$248,182
			Waynesboro				
W-1	**Delphine Avenue (Route 340) and Hopeman Parkway Intersection Improvements**	This project proposes to realign the eastbound and westbound approaches at the intersection of Delphine Avenue and Hopeman Parkway. The intersection signal will be modified. The westbound approach will be incorporated into the signal control system.	Intersection	DGP	$1,743,780	Mid Term	$2,413,799
W-2	**Lew Dewitt Boulevard and Rosser Avenue Roadway Connector**	This project proposes to construct a new road connecting Rosser Avenue (via Tiffany Drive) to Lew Dewitt Boulevard near Bookerdale Road. Bike lanes, sidewalks, and greenway facilities will be included along the new road.	New roadway	Developer	$13,331,652	Long Term	$24,800,800

CLRP – Newly Constrained List (Projects that could be funded based on FY32 – 2050 estimated projected revenue)							
Project ID	**Project Name**	**Project Description**	**Project Type**	**Funding Source**	**Cost Estimate (2025)**	**Mid (2032 to 2041) or Long Term (2042 to 2050); Median mid year = 2036 Median long year = 2046**	**Year of Expenditure Cost Estimate**
W-3	**South Delphine Avenue at I-64 Exit 96 Westbound Ramp Improvements**	This project proposes to widen the I-64 westbound exit ramp to add a right turn lane for traffic approaching South Delphine Avenue. A dedicated southbound right turn lane will be constructed on South Delphine Avenue for traffic merging onto I-64.	Interchange	RS	$374,498	Mid Term	$518,392
W-4	**South Delphine Avenue and Mountain Road Access Management**	This project proposes to restrict left turns and through movements to and from Mountain Road. The westbound South Delphine Avenue left turn lane onto Mountain Road will be removed.	Intersection	RS	$223,850	Mid Term	$309,861
W-5	**Lew Dewitt Boulevard Pedestrian Improvements from West Main Street to Lucy Lane**	This project proposes to construct approximately 1.14 miles of 5 foot sidewalk along the west side of Lew Dewitt Boulevard from West Main Street to Lucy Lane and signalized pedestrian crossings at Lucy Lane and at Sheppard Court.	Bicycle and pedestrian	DGP	$9,221,697	Long Term	$17,155,073
W-6	**Rockfish Gateway Shared Use Path**	This project proposes to construct 10-foot wide paved shared use path for pedestrians and bicyclists west of US 250 connecting from Waynesboro's eastern city limit near Sunset Park to the Crozet Tunnel Western Portal Trailhead.	Bicycle and pedestrian	DGP	$15,495,979	Long Term	$28,827,086

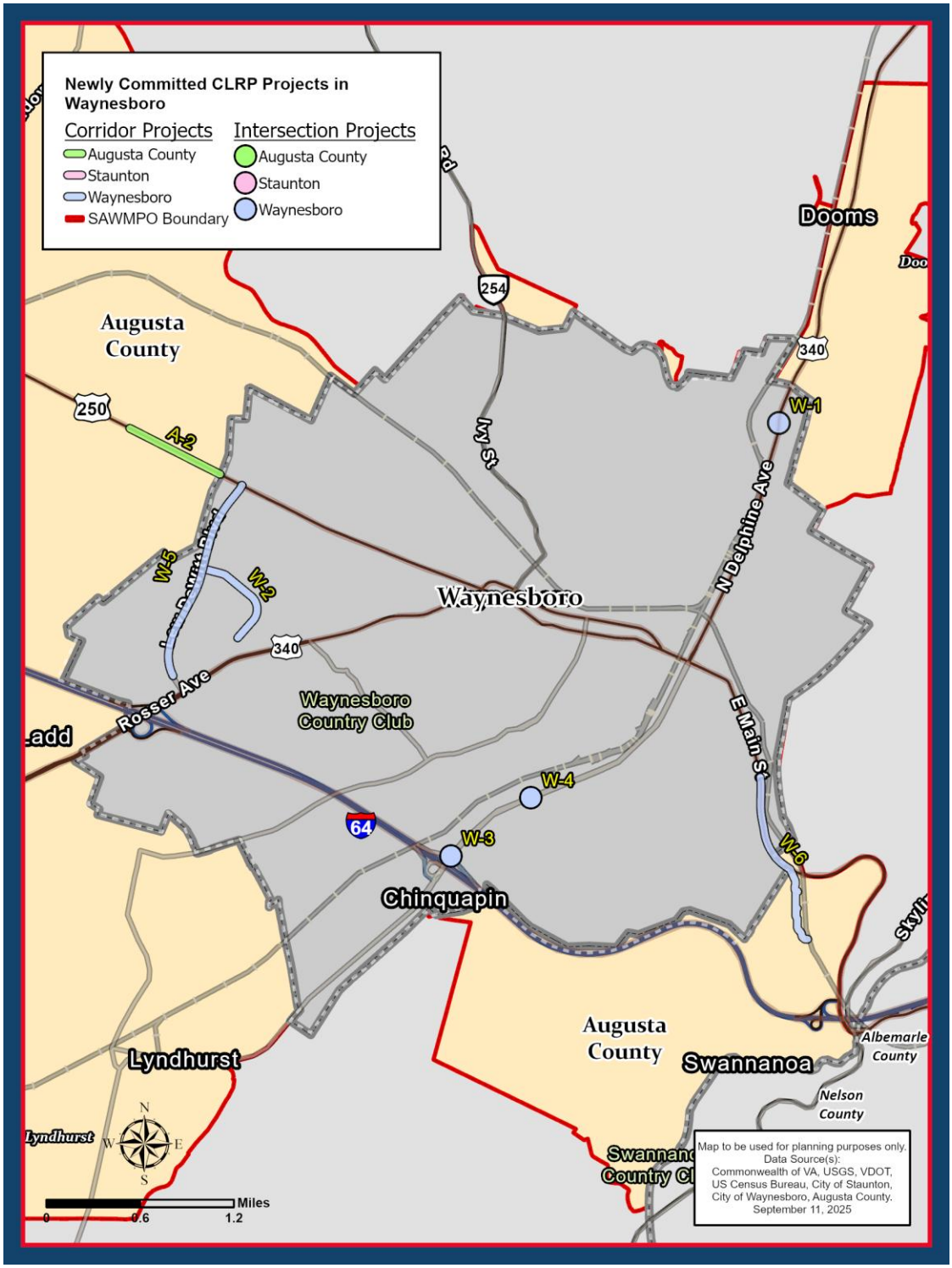
Map 21: 2050 Newly Committed CLRP Projects - Region



Map 22: 2050 Newly Committed CLRP Projects - Staunton



Map 23: 2050 Newly Committed CLRP Projects - Waynesboro

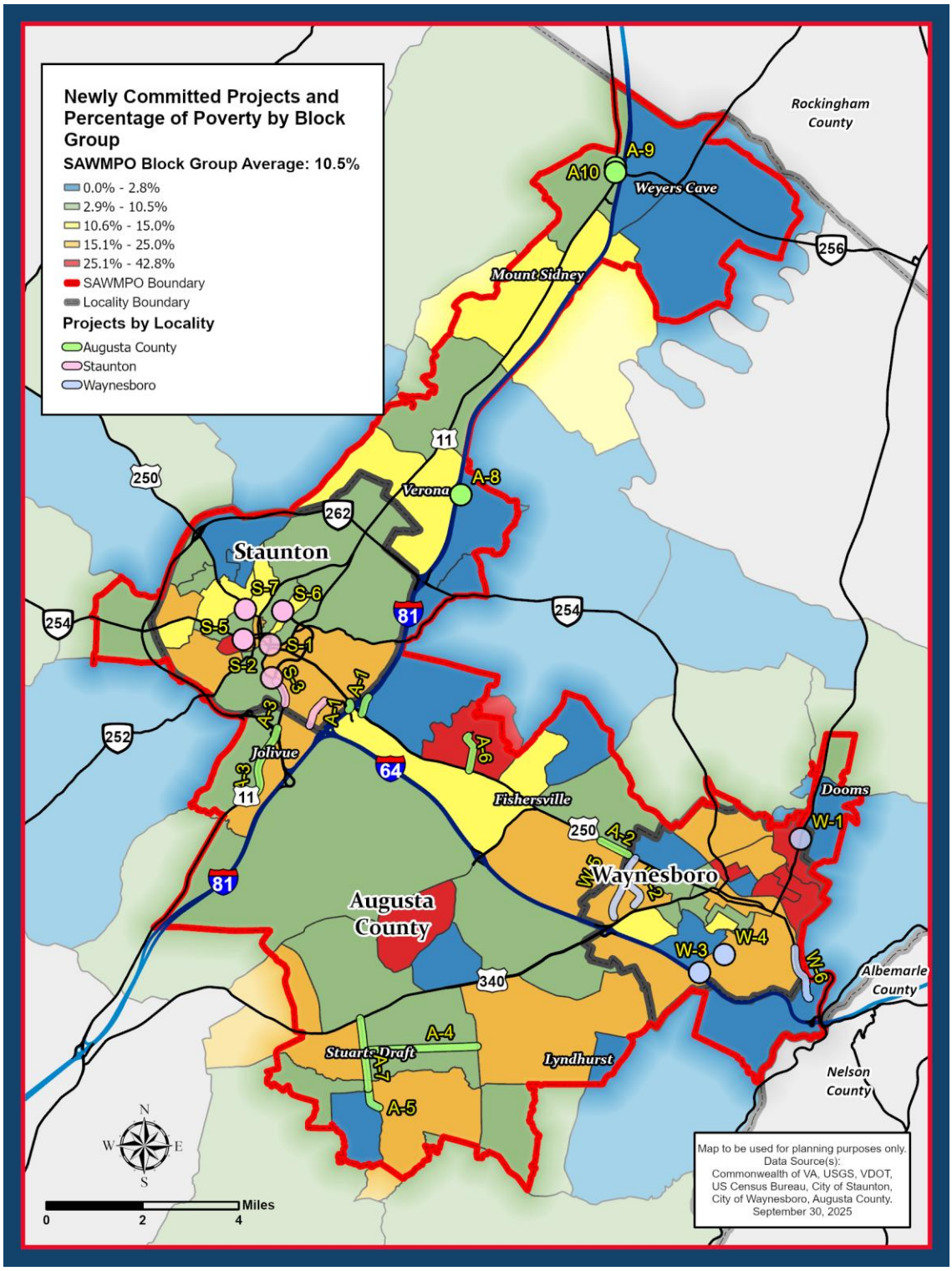


7 – 3 Potential Undue Project Impacts

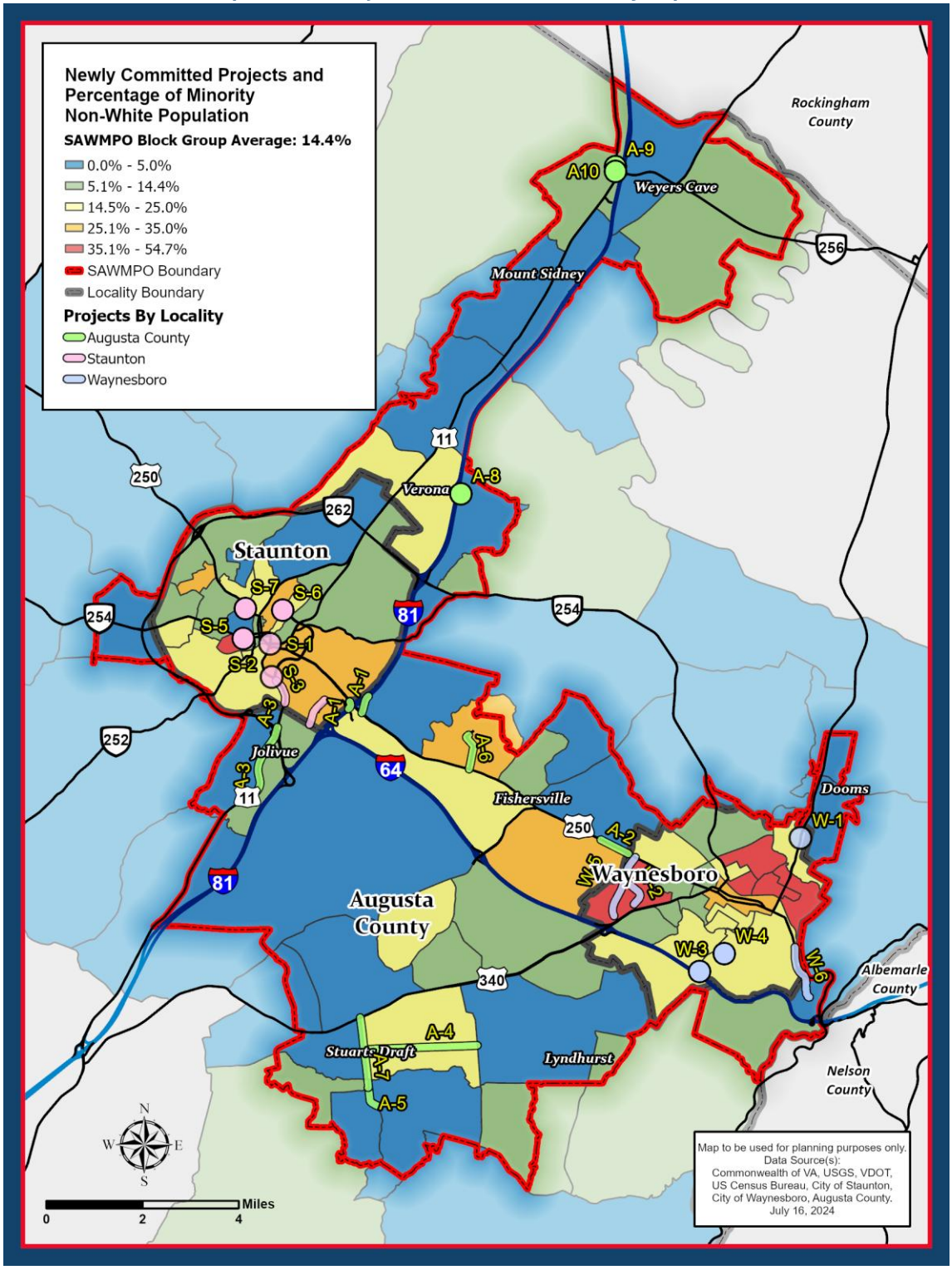
The newly committed CLRP projects were mapped in relation to the six disadvantaged population categories detailed in **Chapter 3** to provide insight on the potential undue negative impacts on each population group for poverty, minority, elderly, disabled, language access barriers, and zero car households. **Maps 7-5 through 7-9** show each project location compared to the geographic distribution of each demographic group. Based on the geographic analysis, the newly committed CLRP projects are not expected to have a disproportionate impact on any disadvantaged population.

Additionally, the newly committed projects were evaluated based on the proximity of proposed transportation projects to the presence of cultural and environmental resources. During the preliminary planning stage, all projects are evaluated for the potential to impact private property, historic/archaeological resources, threatened and endangered species, farmland, public recreational facilities, jurisdictional waters, land use, contaminated sites, and noise levels as required by federal, state and local laws/regulations. As a result, there are no Newly Committed Projects that have undue environmental impacts on the project surroundings.

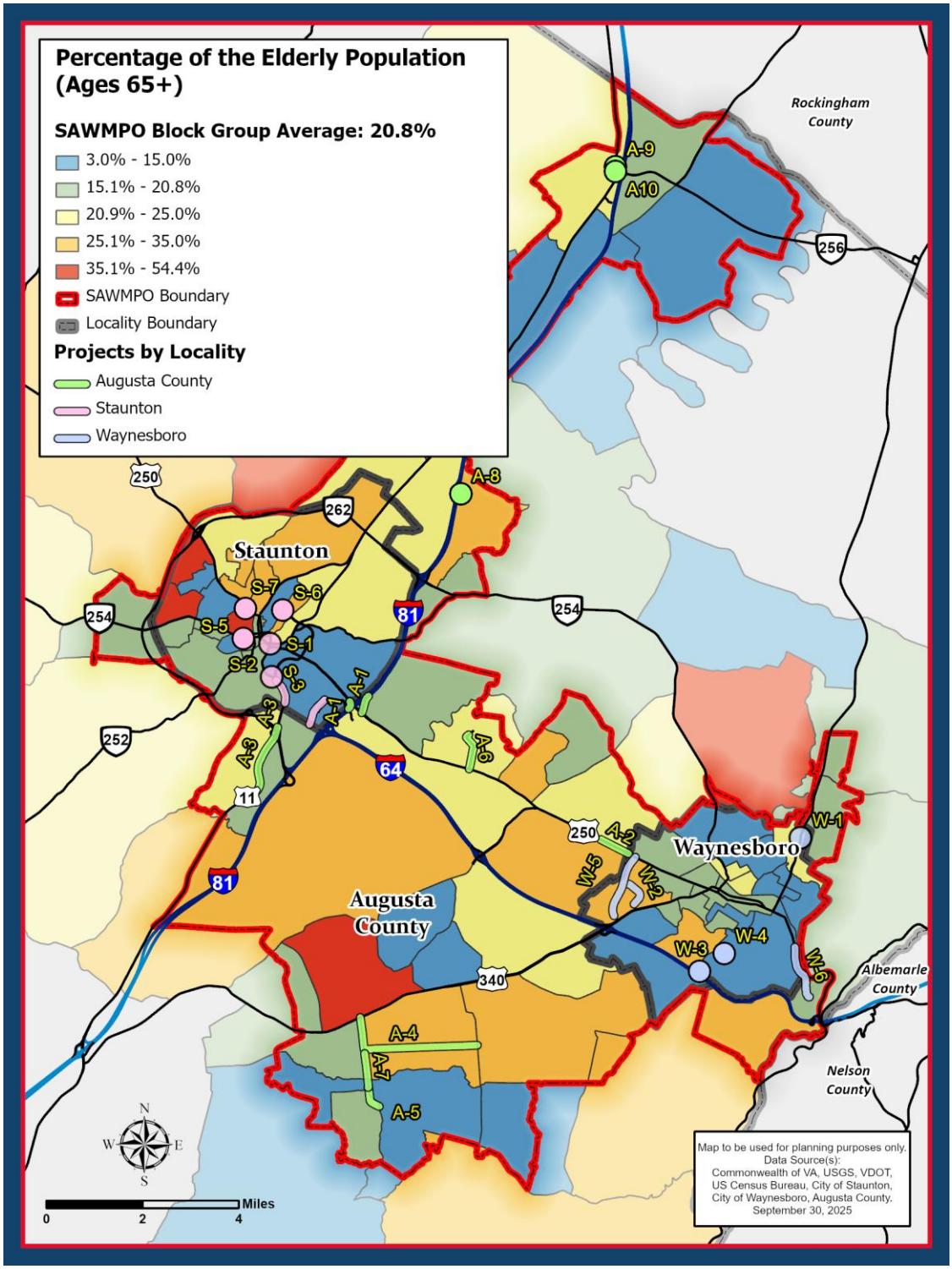
Map 24: New Projects in Relation to Percentage of Poverty Populations



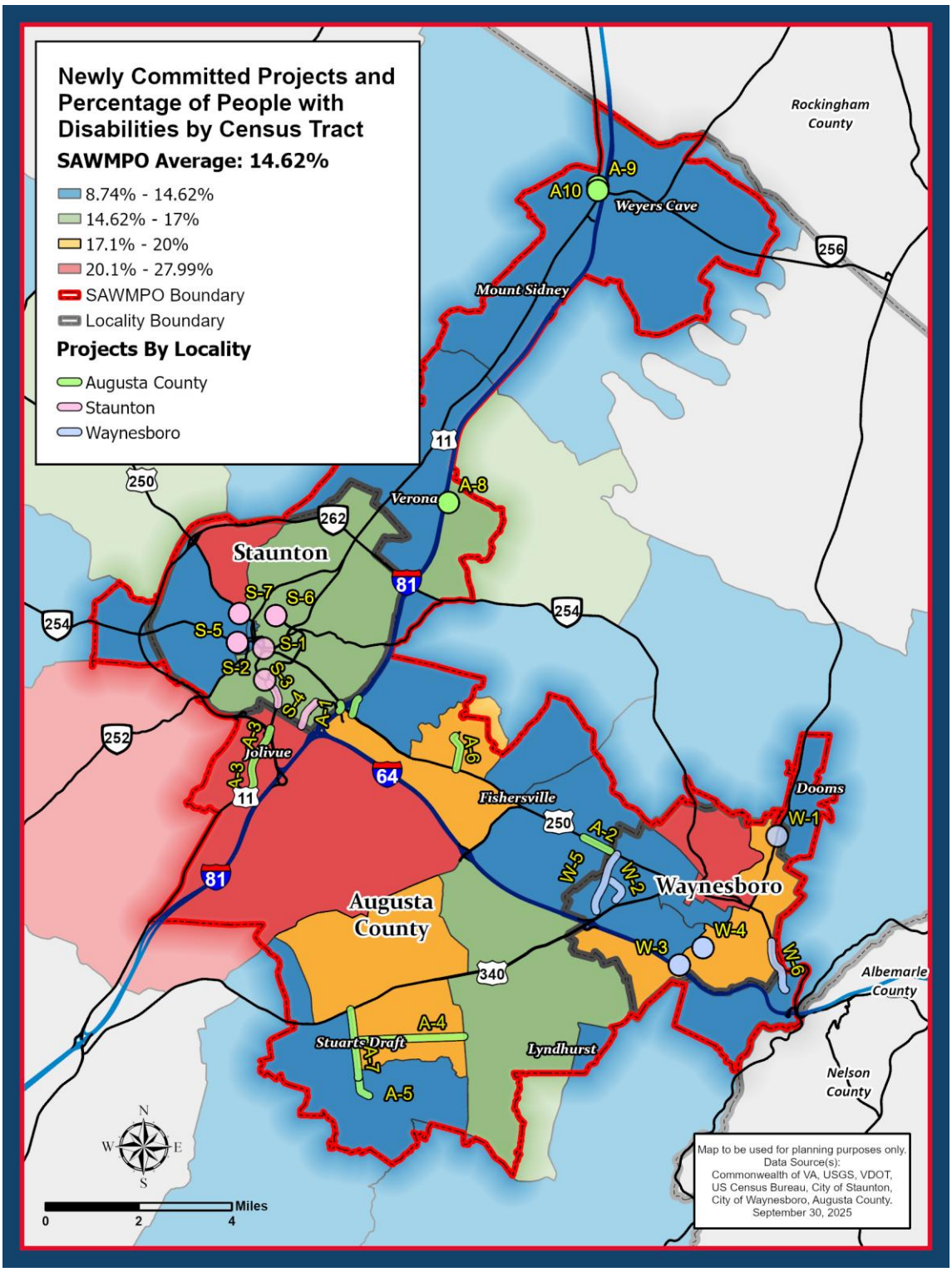
Map 25: New Projects in Relation to Minority Populations



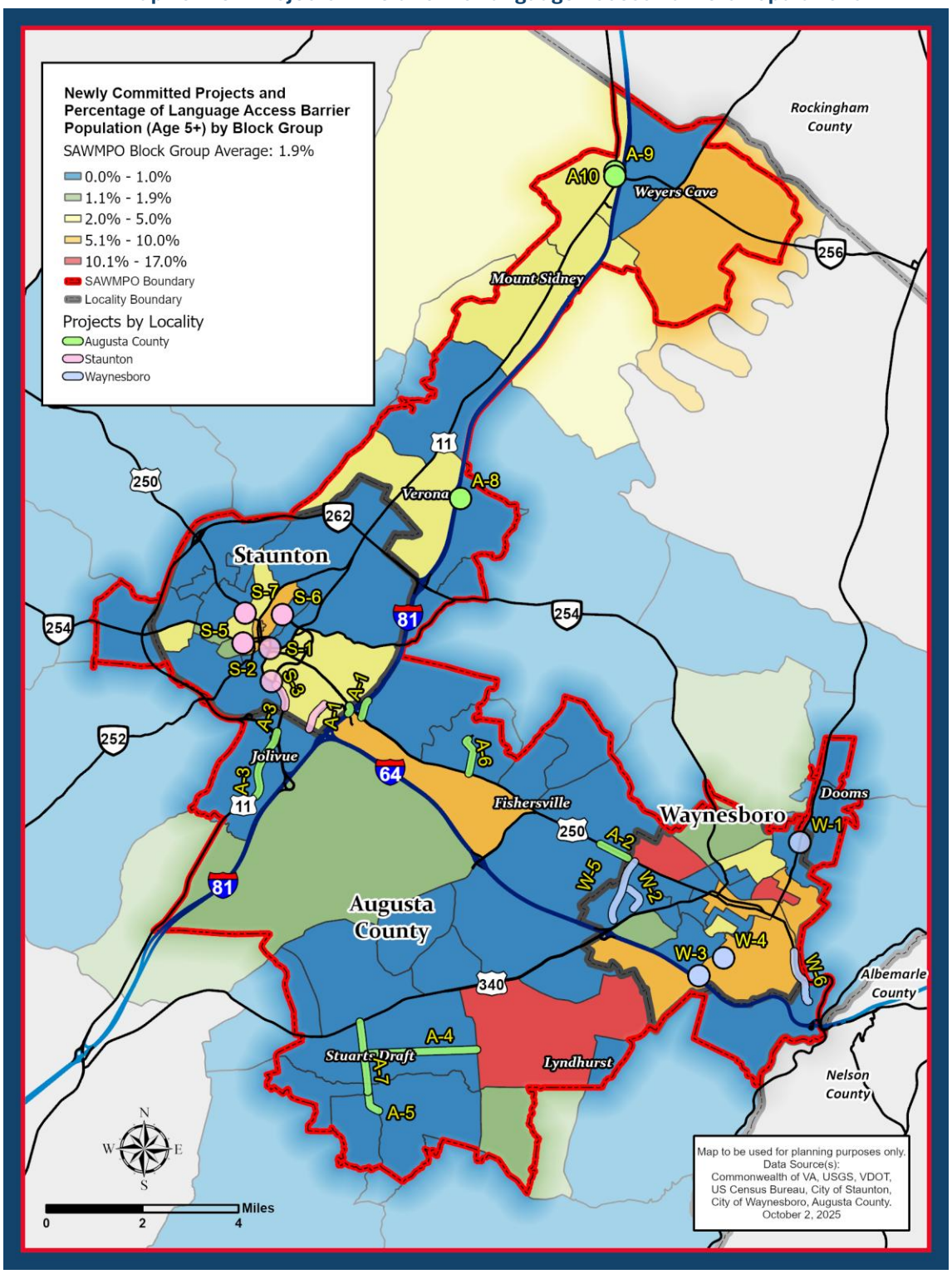
Map 26: New Projects in Relation to Elderly Populations



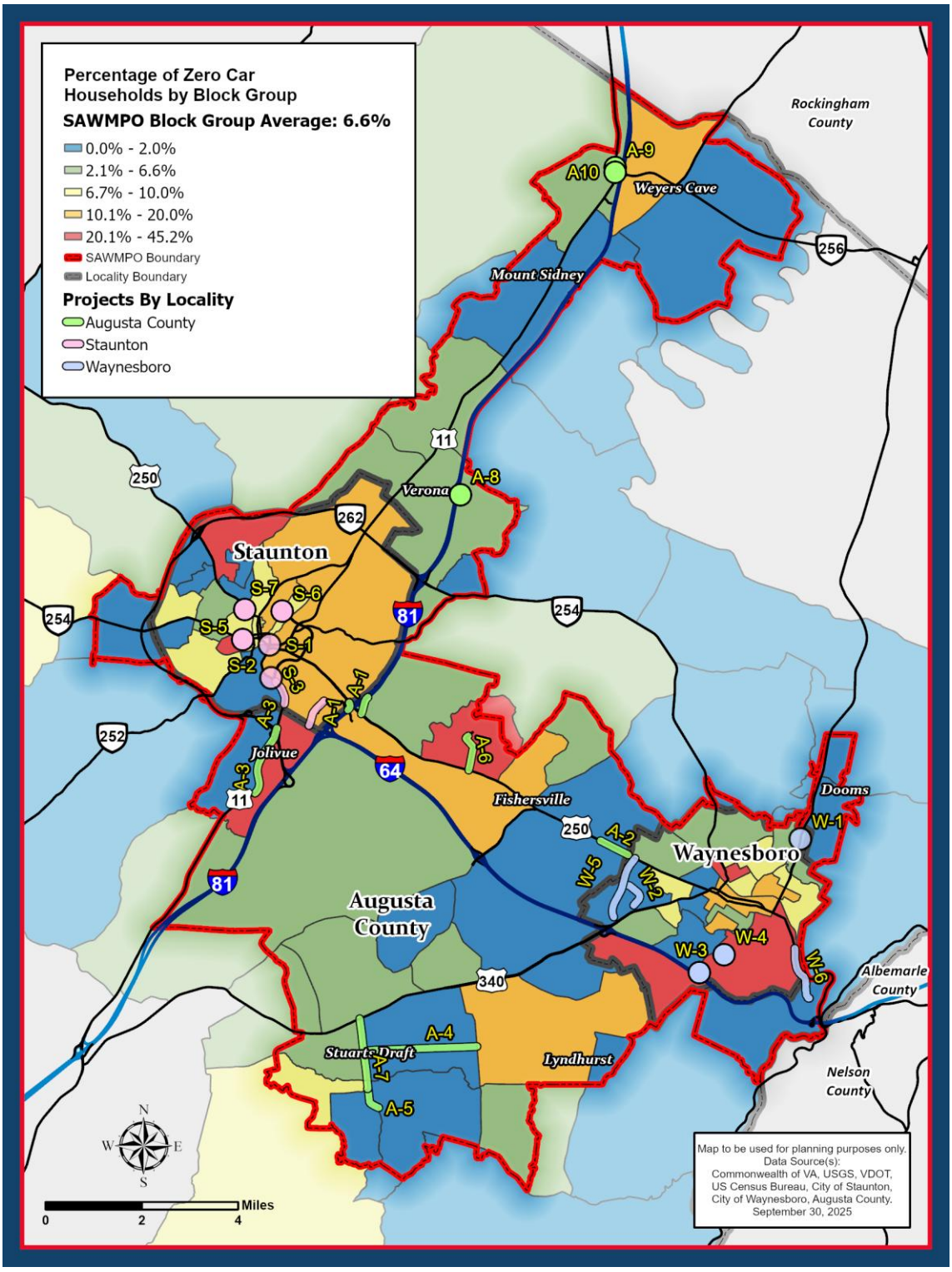
Map 27: New Projects in Relation to Disabled Populations



Map 28: New Projects in Relation to Language Access Barriers Populations



Map 29: New Projects in Relation to Zero Car Household Populations



7 - 3 Vision List

The Vision List documents transportation projects that are important for addressing local needs but cannot be realistically funded within the 25-year planning horizon, or did not meet the CLRP pre-screening criteria (see **Chapter 6**) of meeting a VTrans need or having a study complete (see **Table 17**). The Vision List demonstrates the full scope of the region's transportation challenges, provides a pipeline of evaluated projects that could move to the CLRP if additional funding becomes available or costs decrease, and ensures that important projects are included in future LRTP updates.

Table 17: 2050 LRTP Vision List

Project ID	Project Name	Project Description	Project Type	Cost Estimate (2025)
Augusta County				
VLA-1	**Augusta/F-12 VA 631 (Ladd Rd) from VA 608 (Tinkling Spring Rd) to US 340 (Stuarts Draft Highway)**	Upgrade to 2-lane rural secondary road standards, including bike and pedestrian facilities from Route 608 to US 340. Includes a shared use path.	Corridor	$34,642,489
VLA-2	**VA 608 (Long Meadow Rd) from US 250 to the northern boundary of MPO**	Upgrade to 2-lane urban secondary road standards including bike and pedestrian facilities.	Corridor	$28,788,566
VLA-3	**Augusta/F-18 VA 285 (Tinkling Spring Rd) from Wilson Blvd (VA 625) to US 250 (Jefferson Hwy)**	Upgrade to a 3-lane arterial (center left turn lane), with 12-foot travel lanes, curb and gutter, sidewalks, and multi-use paths provided.	Corridor	$16,753,190
VLA-4	**Augusta/F-20 Goose Creek Greenway from Staunton to Waynesboro**	Construct a multi-use path along Goose Creek and connect to Waynesboro greenway system.	Bicycle and Pedestrian	$17,678,976
VLA-5	**Augusta/J-1 VA 613 (Old Greenville Rd) from Southern Corporate Limits of Staunton to VA 871 (Cochrans Mill Rd)**	Upgrade to 2-lane urban secondary road standards with turn lanes.	Corridor	$33,061,829
VLA-6	**Augusta/SD-1VA 635 (Kindig Road/Augusta Farms/Ramsey Rd) from US 340 (Stuarts Draft Hwy) to VA 637 North (Jericho Road)**	Upgrade to 2-lane rural secondary road standards including bike and pedestrian facilities.	Corridor	$40,269,909

Project ID	Project Name	Project Description	Project Type	Cost Estimate (2025)
VLA-7	**Augusta/SD-8 VA 633 (Patton Farm Rd) from VA 610 (Howardsville Turnpike) to VA 970 (Hall School Rd)**	Upgrade to 2-lane rural secondary road standards including bike and pedestrian facilities.	Corridor	$34,767,522
VLA-8	**Stuarts Draft - South River Greenway**	Install approximately a 7.5 mile greenway that connects Johnson Drive to Patton Farm Road along the South River and Wayne Avenue.	Bicycle and Pedestrian	$9,343,769
VLA-9	**Triangle Drive Extension**	Construct approximately 0.5 mile of new road on new alignment to extend Triangle Drive across the Shenandoah Valley Railroad via a new bridge to intersect with Route 750 (Keezletown Road).	New roadway	$10,000,000
Staunton				
VLS-1	**VA 613 (Old Greenville Rd) from Southern Corporate limits of Staunton to US 11 (Greenville Ave)**	Reconstruct to current urban 2-lane design standards with sidewalks and bicycle lanes.	Corridor	$6,382,930
VLS-2	**Spring Hill Rd from Donaghe St to NCL of Staunton**	Reconstruct to current urban 2-lane design standards with sidewalks and bicycle lanes.	Corridor	$18,889,472
VLS-3	**Englewood / Shutterlee Mill Road**	Construct sidewalks, curb and gutter, improve geometry at Englewood / Churchville and Englewood/Shutterlee Mills intersections.	Corridor	$1,194,052
Waynesboro				
VLW-1	**Bookerdale Rd from Main St to Lew Dewitt Blvd**	Reconstruct culvert and widen roadway to two lanes to match existing section to the north and south. Will add sidewalks.	Corridor	$1,961,026

7 - 4 Study List

The LRTP includes a Study List (see **Table 18**) to document project ideas that address important transportation needs but lack the planning and design required to estimate costs and evaluate impacts. There are 12 studies on the list that could become future MPO-assisted studies.

Table 18: 2050 LRTP Study List

LRTP Study ID	Project Name	Project Description
Augusta County		
A-1 Study	**Fishersville Pedestrian and Bicycle Safety Improvements Study**	This study would evaluate pedestrian, bicycle, and transit stop access improvements in Fishersville from Barren Ridge Road to Tinkling Springs Road and focus on improving connectivity to key points of intersection in the study area such as the library and shopping destinations.
A-2 Study	**Augusta County Greenways Study**	This study would evaluate greenway projects in the County, particularly along Goose Creek and also along the South River in Stuarts Draft.
A-3 Study	**Augusta County Rural Secondary Road Upgrades Study**	This study would evaluate upgrading county roads to 2-lane urban secondary road standards including bike and pedestrian facilities. Roads would include Long Meadow Road, Kindig Road, Augusta Farms Road, Ramsey Road, Tinkling Springs Road, Patton Farm Road, Howardsville Road, and other roads.
A-4 Study	**US 11 Verona Corridor Safety and Congestion Study**	This study would evaluate intersection and access management improvements and consolidations to increase safety and capacity in the corridor.
A-5 Study	**Greenville I-81 Exit 213 Interchange Study**	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 truck stop destinations have created safety and operational challenges when turning around.
Waynesboro		
W-1 Study	**Future Roadway Extensions Study**	This study would evaluate the proposed extensions of Tiffany Drive, Cheshire Lane, 4th Street and Kirby Avenue, and other potential extension roads based on future residential development scenarios.

LRTP Study ID	Project Name	Project Description
W-2 Study	**Hopeman Parkway and Genicom Drive Intersection Improvements Study**	This study would evaluate safety and congestion improvements at the intersection of Hopeman Parkway and Genicom Drive.
W-3 Study	**Waynesboro Pedestrian and Bicycle Plan Study**	This study would update the City's bicycle plan, and also conduct a city-wide assessment of improving pedestrian facilities and addressing gaps in the bicycle and pedestrian network.
W-4 Study	**US 340/Rosser Avenue Safety and Congestion Study**	This VDOT-funded study is identifying solutions to address crash trends and congestion issues on US 340/Rosser Avenue from Northgate Avenue to the Southern City Limits. This study is anticipated to be complete in 2026.
Staunton		
S-1 Study	**US 11 and Woodrow Wilson Parkway Study**	This study would evaluate safety and congestion improvements along US 11 from North Augusta Street northbound to Verona and the Eastern City Limit, and also improvements along Woodrow Wilson Parkway from the interchange to US 11.
S-2 Study	**Augusta Woods Drive Shared Use Path Study**	This study would evaluate the constructing a shared use path along the south side of Augusta Woods Drive between George Cochran Parkway and Augusta Woods Manufactured Home Park to provide east-west pedestrian and bicycle connectivity.

Appendix A: 2050 LRTP Projected Revenues by Funding Program

The Plan's fiscal constraint (see **Chapter 7**) is based on projected available revenues that reflect assumptions about funding programs such as Smart Scale, TAP, Revenue Sharing, and the Phase 1 I-81 Improvement Program projects. Revenues for FY25 to 31 are funds that have already been allocated in the VDOT SYIP, and represent actual funding available. TAP, RS, HSIP assumptions are based on the approximate amount of funding received regionally over the past 5 years.

Funding is divided between three time periods: Short Term from 2026 to 2031 based on VDOT SYIP funding; mid-term from 2032 to 2041; and long-term from 2042 to 2050. Available funding for mid- and long-term projects was projected by adding all of the projected funding for each grant program during each time period and allocating the funding to each project based on the assumed project grant funding program. Mid- and long-term year of expenditure (YOE) dates for projects were identified by using the median year for mid- and long-term time, which are indicated in orange in the table below.

Short-term (FY26 – 31) **Mid-term (FY32 – 41)**

Funding Program	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038
District Grant Program	7,727,000	10,644,000	5,841,000	5,212,000	5,113,000	-	4,964,854	5,118,660	5,253,475	5,370,437	5,496,815	5,624,254	5,748,854
High Priority Projects	7,938,000	1,670,000	-	-	1,050,000	18,334,000	3,484,697	3,606,053	3,708,417	3,791,883	3,883,717	3,976,611	4,065,621
I-81 Capital Improvement Program	94,574,000	75,304,000	-	-	-	-	6,899,943	6,764,401	7,558,218	7,755,179	7,968,953	8,184,565	8,395,379
Interstate Corridor Funds	5,188,850	27,553,695	-	-	-	10,899,769	9,857,061	9,663,430	10,797,455	11,078,827	11,384,219	11,692,236	11,993,398
Transportation Alternatives	60,000	-	-	-	-	-	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Revenue Sharing	-	2,194,000	2,194,000	-	-	-	150,000	150,000	150,000	150,000	150,000	150,000	150,000
Highway Safety Improvement Program	182,000	1,066,000	2,851,000	2,275,000	50,000	-	200,000	200,000	200,000	200,000	200,000	200,000	200,000
State of Good Repair	3,255,820	3,811,663	10,511,046	5,635,323	-	5,060,197	5,227,046	5,409,079	5,562,626	5,687,824	5,825,575	5,964,917	6,098,431
Total	**118,925,670**	**122,243,358**	**$ 21,397,046**	**13,122,323**	**6,213,000**	**34,293,966**	**31,083,601**	**31,211,623**	**33,530,191**	**34,334,149**	**35,209,279**	**36,092,583**	**36,951,682**

Long-term (FY42 – 50)

Funding Program	FY 2039	FY 2040	FY 2041	FY 2042	FY 2043	FY 2044	FY 2045	FY 2046	FY 2047	FY 2048	FY 2049	FY 2050	Total
District Grant Program	5,875,611	6,027,369	6,187,119	6,337,661	6,484,247	6,639,117	6,796,787	6,963,359	7,131,915	7,309,668	7,490,995	7,682,133	153,040,329
High Priority Projects	4,155,741	4,269,814	4,391,880	4,503,691	4,610,499	4,724,544	4,840,342	4,963,996	5,089,634	5,223,421	5,359,737	5,504,817	113,147,112
I-81 Capital Improvement Program	8,608,224	8,865,458	9,138,977	9,394,370	9,642,889	9,904,221	10,170,671	10,453,073	10,739,080	11,041,520	11,350,520	11,675,013	344,388,656
Interstate Corridor Funds	12,297,462	12,664,940	13,055,682	13,420,529	13,775,556	14,148,887	14,529,530	14,932,961	15,341,543	15,773,601	16,215,029	16,678,591	292,943,251
Transportation Alternatives Program	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	5,760,000
Revenue Sharing	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	7,238,000
Highway Safety Improvement Program	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	10,224,000
State of Good Repair	6,233,611	6,404,721	6,587,820	6,755,536	6,915,748	7,086,816	7,260,513	7,445,994	7,634,451	7,835,132	8,039,605	8,257,225	154,506,717
Total	**$ 37,820,649**	**$38,882,302**	**$ 40,011,477**	**$ 41,061,787**	**$ 42,078,939**	**$ 43,153,585**	**$44,247,844**	**$45,409,382**	**$46,586,623**	**$47,833,342**	**$49,105,886**	**$50,447,779**	**1,081,248,065**

Appendix B: 2050 LRTP Project Evaluation

The table below shows the results by each LRTP scoring factor for each of the 22 Newly Committed CLRP projects. The scoring process is outlined in **Chapter 6**, and the project list is in **Chapter 7**.

Project ID	Locality	Project Name	Rank	Project Cost	Project Benefit	Safety (35%)	Accessibility (25%)	Land Use (17%)	Economic Development (13%)	Environment (10%)
21	Waynesboro	**South Delphine Ave. and Mountain Road Access Management**	**1**	$223,849.90	730.1	719.7	4.8	0.0	0.6	5.0
5	Augusta	**Howardsville Turnpike and Hodge St. Sidewalk/Crossing Improvements**	**2**	$1,970,765.93	2771.1	2752.6	5.1	5.8	0.1	7.5
13	Staunton	**Greenville Ave. Improvements from Orchard Hill Rd. to Barterbrook Rd.**	**3**	$1,355,116.04	711.5	692.5	9.6	0.0	4.4	5.0
17	Staunton	**Churchville Avenue/Thornrose Avenue Right Turn Lane**	**4**	$179,292.10	89.9	62.1	6.9	13.1	0.3	7.5
16	Staunton	**North Coalter St./Statler Blvd./Edgewood Dr. Safety Improvements**	**5**	$1,058,778.20	335.2	325.8	4.1	0.0	0.3	5.0
12	Staunton	**Greenville Avenue Improvements - Amherst Rd/Statler Blvd/Ritchie Blvd**	**6**	$748,149.12	195.1	162.5	9.5	13.4	2.1	7.5
8	Augusta	**Laurel Hill Road and I-81 Exit 227 Northbound Ramp Roundabout**	**7**	$4,770,867.30	640.2	625.5	7.4	0.0	2.3	5.0
14	Staunton	**George Cochran Parkway Extension**	**8**	$6,159,223.16	808.3	764.9	10.3	14.1	9.2	9.9
20	Waynesboro	**South Delphine Avenue at I-64 Exit 96 Westbound Ramp Improvements**	**9**	$374,497.70	39.6	17.6	16.5	0.0	0.5	5.0
15	Staunton	**West Beverley Street at North Jefferson Street Single-Lane Roundabout**	**10**	$1,591,350.00	132.4	126.8	3.4	0.0	2.2	0.0
22	Waynesboro	**Lew Dewitt Blvd. Sidewalk from West Main Street to Lucy Lane**	**11**	$9,221,697.12	758.5	716.3	17.9	15.7	1.1	7.5
11	Staunton	**Greenville Ave./Coalter St./Commerce Rd. Intersection Improvements**	**12**	$ 927,419.26	66.7	54.0	4.8	0.0	3.0	4.8

Project ID	Locality	Project Name	Rank	Project Cost	Project Benefit	Safety (35%)	Accessibility (25%)	Land Use (17%)	Economic Development (13%)	Environment (10%)
3	Augusta	**US 11 Improvements from Christian's Creek Rd. to Rolling Thunder Ln.**	**13**	$2,640,797.36	160.0	124.9	11.6	15.6	0.4	7.5
2	Augusta	**US 250 (Jefferson Highway) Safety Improvements**	**14**	$2,202,620.74	89.7	50.0	13.8	17.0	1.4	7.5
19	Waynesboro	**Lew Dewitt Boulevard and Rosser Avenue Roadway Connector**	**15**	$13,331,651.86	314.0	263.0	26.8	8.0	6.1	10.0
7	Augusta	**Draft Avenue Sidewalk/Bike Lane to Cold Springs Rd.**	**16**	$4,700,856.37	79.8	48.9	9.6	10.2	1.1	10.0
1	Augusta	**US 250 (Richmond Road) and I-81 Exit 222 Interchange**	**17**	$3,954,283.87	65.2	46.6	11.2	0.0	2.4	5.0
10	Augusta	**Route 256 and Route 11 Single-Lane Roundabout**	**18**	$4,655,017.02	57.9	47.6	4.1	0.0	1.2	5.0
18	Waynesboro	**Delphine Ave. (Route 340) and Hopeman Parkway Intersection Improvements**	**19**	$1,743,780.06	18.8	9.9	3.4	0.0	0.5	5.0
9	Augusta	**Route 256 and Route 11 Intersection Short-Term Safety Improvements**	**20**	$2,862,944.74	16.8	3.8	6.9	0.0	1.1	5.0
4	Augusta	**Wayne Avenue Sidewalk and Multi-Use Path Improvements**	**21**	$4,324,092.30	18.4	0.0	4.2	1.8	2.4	10.0
23	Waynesboro	**Rockfish Gateway Shared Use Path**	**22**	$15,495,979.20	65.7	29.6	10.2	15.7	0.2	10.0
6	Augusta	**Woodrow Wilson Rehabilitation Center Long-term Access Improvements**	**23**	$16,599,171.00	35.2	6.1	4.8	5.9	8.4	10.0

Appendix C: Performance-Based Planning

The Federal Highway Administration (FHWA) established Performance-based Planning through MAP-21 and the FAST Act to measure progress toward national transportation goals and inform decision-making. State DOTs and MPOs must establish performance targets for safety, bridge and pavement condition, air quality, freight movement, and National Highway System performance.

SAWMPO implements performance-based planning throughout the transportation planning process: in CLRP project evaluation and scoring, statewide competitive funding applications, and TIP programming. This process aligns with federal performance measures and VTrans, the statewide long-range plan.

Federal Performance Measures and Targets

Virginia and its MPOs recognize five federal performance measures:

- Pavement and Bridge Condition
- System Performance
- Safety
- Public Transit Safety
- Public Transit Asset Management

SAWMPO concurs with VDOT's targets for System Performance, Asset Management, and Safety. BRITE transit, the small urban system serving the SAWMPO area, is included in the statewide Public Transit Safety Asset Plan and Transit Asset Management Plan. Transportation system performance and asset management on the National Highway System (NHS), and funding for many safety projects are largely overseen by VDOT. The SAWMPO's CLRP does not address pavement preservation and bridge projects, and documents – rather than prioritizes – the state's own projects like those on I-81, which improve system performance on the NHS. The SAWMPO maintains current system performance and asset management targets in the SAWMPO TIP.

Pavement and Bridge Condition

The State and SAWMPO first established asset condition and system performance targets in 2018 to meet FHWA requirements for target setting over a four-year performance period. In September 2022, the Commonwealth Transportation Board (CTB) approved the State's second set of statewide targets for January 1, 2022 through December 31, 2025 (see **Tables 1 and 2**), along with two-year targets to assess progress. The SAWMPO does not report on air quality measures related to the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and reports on nine measures.

Table 1. Asset Condition (Pavement and Bridges) Statewide Targets

Asset Condition Measures	Scope	2-Year Target (2023)	4-Year Target (2025)
Percentage of Pavement in Good Condition	Interstate	**45%**	**45%**
Percentage of Pavement in Poor Condition	Interstate	**3%**	**3%**
Percentage of Pavement in Good Condition	NHS (non-Interstate)	**25%**	**25%**
Percentage of Pavement in Poor Condition	NHS (non-Interstate)	**5%**	**5%**
Percentage of Deck Area of Bridges in Good	NHS	**27.2%**	**25.1%**

Asset Condition Measures	Scope	2-Year Target (2023)	4-Year Target (2025)
Condition			
Percentage of Deck Area of Bridges in Poor Condition	NHS	**3.3%**	**3.6%**

Connection to Other Performance Based Planning Documents

VTrans, the state's long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs.

Performance management, specifically is a statewide guiding principle:

- Guiding Principle 5: "Ensure Transparency, Accountability, And Promote Performance Management Work with stakeholders in developing transportation plans and programs. Establish performance targets, measure progress, and adjust programs and policies as necessary."

Virginia's federally required Transportation Asset Management Plan (TAMP) presents pavement and bridge inventory and conditions, along with the Commonwealth's performance objectives, measures, and associated risks as they relate to the federal requirements. Asset funding, investment strategies, forecasts, goals, and gaps are also included. The TAMP is specific to the NHS and provides the Commonwealth's Transportation Asset Management (TAM) processes and methodology to meet federal requirements.

System Performance

In 2018, in accordance with the requirements of MAP-21 and the FAST Act, Virginia's Office of Intermodal Planning and Investment (OIPI) and the Commonwealth Transportation Board (CTB) established a set of baseline performance targets for three reliability performance measures to assess the Highway System Performance. These targets are updated every four years with the last update happening in September 2022. Performance of the NHS is measured by the level of travel time reliability. The travel time reliability performance measures and performance targets for the 2022-2025 performance period are indicated in Table 2 below.

Table 2. System Performance (Travel Time, Congestion, and Air Quality) Statewide Targets

System Performance Measures	Scope	2-Year Target (2023)	4-Year Target (2025)
Percentage of Person-Miles Traveled that are Reliable	Interstate	**85%**	**85%**
Percentage of Person-Miles Traveled that are Reliable	NHS (non-Interstate)	**88%**	**88%**
Truck Travel Times Reliability Index	Interstate	**1.64**	**1.64**
*Annual Hours Peak Hour Excessive Delay Per Capita	NHS	**22.5 hours**	**22.7 hours**
*Percentage of Non-SOV Travel	NHS	**37.4%**	**37.7%**
*Emission Reductions for Volatile Organic Compounds	CMAQ Projects	**0.323 kg day**	**3.013 kg day**
*Total Emission Reductions for Nitrogen Oxides (NOx)	CMAQ Projects	**0.612 kg day**	**4.911 kg day**

***The SAWMPO does not report on these targets.**

Connection to Other Performance Based Planning Documents

VTrans identifies the most critical transportation needs in Virginia to ensure the overarching transportation goals in the long-range plan are achieved. The screening process was informed by a data-driven approach that considers highway system performance measures and targets in addition to other performance indicators. Performance management, as it relates to the reliability of the NHS and freight, is a statewide planning principle:

- Guiding Principle 4: "Implement Operational Improvements and Demand Management First Optimize the capacity of the transportation network by managing the demand through increased use of technology and operational improvements before investing in major capacity expansions."

Safety

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established updated the safety performance objectives as published in Virginia's 2022 – 2026 Strategic Highway Safety Plan (SHSP), and updated annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. Due to increased crash and injury trends across the Commonwealth and the nation, statewide safety targets approved by the Commonwealth Transportation Board (CTB) forecast an increase in motorized fatalities. Finding it unacceptable to have targets calling for an increase in fatalities, the CTB created aspirational safety performance goals along with the statewide safety targets. The 2025 Statewide Approved Safety Targets and Aspirational Safety Performance Goals can be found below in table 3.

In July 2024, the CTB approved OIPI's proposed methodology and statewide targets for calendar year 2025. OIPI's methodology establishes targets from statistical models that project future safety performance based on expected crash reductions from completed projects and five-year trends of the annual number of fatalities, serious injuries, non-motorized fatalities and serious injuries, and vehicle miles traveled (VMT). **Table 1** summarizes the CTB's 2025 statewide safety targets.

Table 3: 2025 Approved CTB Statewide Safety Targets

Safety Measure	Statewide Safety Targets
Number of Fatalities	819
Rate of Fatalities per 100 million VMT	0.894
Number of Serious Injuries	6,829
Rate of Serious Injuries per 100 million VMT	7.457
Number of Non-Motorized Fatalities and Serious Injuries	619

SAWMPO Safety Targets

The SAWMPO began setting safety targets in 2018 based on Virginia DMV data provided by OIPI. Until 2020, the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries in the MPO were below the targets; however, motorized fatalities and serious injuries have been increasing above safety thresholds in the region since 2021 (see Table 4).

The MPO recorded 12 fatalities in 2021, which exceeded the annual safety target of 8 fatalities, and recorded 18 fatalities in 2022, which exceeded the annual safety target of 7. Unofficial data from 2023 noted 11 fatalities,

which exceeded the MPO target of 8. From January 1 through September 30, 2024, unofficial data indicates that the SAWMPO recorded 7 fatalities, which is slightly below the annual target of 8 fatalities.

While fatal crashes have consistently exceeded safety targets since 2021, serious injuries have been at or below MPO safety targets. Serious injuries fell below MPO targets in 2020, 2021, and 2023, but slightly exceeded the target in 2022 (see Table 2). In 2024, according to unofficial data, there were 84 incidents with serious injuries from January 1 through September 30, 2024. Non-motorized fatalities and serious injuries have been consistent over the five-year period, though the SAWMPO continues to have several fatal injuries every year.

Table 4: Safety Targets and Actual Numbers, 2020 – 2024

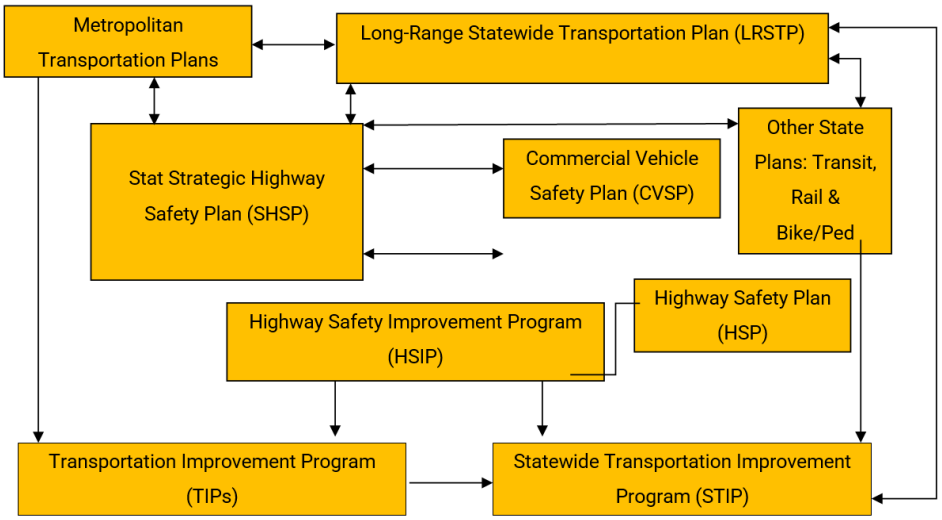
	2020 Target	2020 Actual	2021 Target	2021 Actual	2022 Target	2022 Actual	2023 Target	2023 Actual	2024 Target	2024 Actual	2025 Target^
Fatalities	10	**4**	8	**12**	7	**18**	8	**11***	8	**7****	9
Rate of Fatalities per 100 million VMT	.93	**.45**	.77	**1.14**	.74	**1.55**	.75	**NA**	.77	**NA**	.77
Serious Injuries	119	**87**	117	**96**	109	**115**	108	**100**	99	**84****	98
Rate Serious Injury Per 100 million VMT	11.5	**9.7**	11.11	**9.14**	10.7	**9.91**	10.1	**NA**	9.7	**NA**	8.76
Non-motorized Fatalities and Serious Injuries	10	**8 (0 fatal)**	10	**8 (3 fatal)**	9	**9 (4 fatal)**	9	**7 (2 fatal)***	8	**4 (3 fatal)****	8

*Unofficial data from VDOT PowerBI
**Unofficial data from VDOT Power BI from January 1 through September 30, 2024
^ Proposed SAWMPO 2025 Safety Performance Targets

Connection to Other Performance Based Planning Documents

The federally required SHSP, a five-year multi-agency comprehensive plan focused on reducing fatalities and serious injuries on all public roads serves as the coordinating document for other plans and programs that involve traffic safety, to include VTrans, and other plans (see **Figure 1**).

Figure 1. Federal and State Safety-related Planning Documents



VTrans identifies safety as the state's first principle:

- Guiding Principle 1: Promote Safety, Security, and Resiliency Provide a safe transportation system for all users that is responsive to short-term events such as weather or security emergencies and adapts effectively to long-term issues

Public Transit Asset Management

MAP-21, the FAST Act, and BIL established performance measurement requirements for transit asset management (TAM) to support outcome-based investment decisions. TAM measures focus on the percentage of revenue vehicles exceeding their Useful Life Benchmark (ULB), percentage of non-revenue and service vehicles exceeding their ULB, and percentage of facilities rated below 3.0 on the FTA's TERM Scale. All FTA grant recipients must complete a TAM plan. The FTA established two agency tiers:

- Tier I: Operates rail, OR has 101+ vehicles in all fixed route modes, OR 101+ vehicles in one non-fixed route mode
- Tier II: FTA 5311 subrecipient, OR American Indian Tribe, OR has 100 or fewer vehicles in fixed route modes, OR 100 or fewer vehicles in one non-fixed route mode

The Department of Rail and Public Transportation (DRPT) has opted to sponsor a group TAM plan for Tier II providers. Tier I providers are not eligible for group plans. For Tier II providers under the DRPT Group Plan, any Transportation Improvement Program (TIP) document or Metropolitan Transportation Plan (MTP) adopted after October 1, 2018 will be in compliance with the TAM Plans developed by DRPT and adopted by the Tier II transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole. The SAWMPO programs federal transportation funds for BRITE Transit Service. BRITE is a Tier II agency participating in the DRPT sponsored group TAM Plan. The MPO has integrated the goals measures and targets described in 2022 Virginia Group Tier II TAM Plan into the MPO's planning and programming process specific targets for the Tier II Group TAM Plan are included in the table below.

Table 4: TAM Targets for rolling stock and facilities: Percentage of Revenue Vehicles that have met or exceeded their ULB by Asset Type.

Asset Category - Performance Measure	Asset Class	2022 Target
Revenue Vehicles		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	5%
	BU - Bus	15%
	CU - Cutaway	10%
	MV - Minivan	20%
	BR - Over-the-Road Bus	15%
	VN - Van	20%
Equipment		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	AO – Automobiles (non-revenue)	30%
	Trucks and other Rubber Tire Vehicles	30%
Facilities		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administration Facilities	10%
	Maintenance Facilities	10%
	Passenger Facilities	10%

Asset Category - Performance Measure	Asset Class	2022 Target
	Parking Facilities	10%

Public Transit Safety

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Public Transportation Agency Safety Plan (PTASP). The SAWMPO programs federal transportation funds for BRITE Transit. BRITE is a Tier II agency participating in the DRPT sponsored group PTASP. The MPO has adopted the Tier II PTASP into its TIP by reference and integrated the goals measures and targets described in the 2023 Commonwealth of Virginia Tier II Group Transit Asset Management Plan into the MPO's planning and programming process. Specific targets for the Tier II Group PTASP are below.

Table 5: Tier II Transit Agency PTASP Performance Targets by Mode

Performance Measures	Targets by Mode	
	Fixed Route	Paratransit/ Demand Response
Fatalities (total number of reportable fatalities per year)	0	0
Fatalities (rate per total vehicle revenue miles by mode)	0	0
Injuries (total number of reportable injuries per year)	3	0
Injuries (rate per total vehicle revenue miles by mode)	Less than .5 injuries per 100,000 vehicle revenue miles	Less than .5 injuries per 100,000 vehicle revenue miles
Safety events (total number of safety events per year)	5	1
Safety events (rate per total vehicle revenue miles by mode)	Less than 1 reportable event per 100,000 vehicle revenue miles	Less than 1 reportable event per 100,000 vehicle revenue miles
Distance between Major Failures	10,000 miles	10,000 miles
Distance between Minor Failures	10,000 miles	3,200 miles

Appendix D: 2025 Metropolitan Planning Area Boundary Expansion Amendment

Amendment Process and New MPA Area

Background

The SAWMPO Policy Board approved two Metropolitan Planning Area (MPA) 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 original LRTP update (see **Table D-1**).

On March 18, 2026, the Policy Board approved a 2050 LRTP amendment to document the MPA adjustments. 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 March 18, 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
December 23, 2025	Governor of Virginia approves boundary expansion
February 4, 2026	TAC reviews draft LRTP Amendment #1 and recommends approval
February 18, 2026	Policy Board reviews draft LRTP Amendment #1 and releases for Public Comment
March 18, 2026	Policy Board adopts LRTP Amendment #1

MPA Boundary Adjustments

Federal regulation 23 CFR 450.312 requires MPOs review and update 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 intersection 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.

This amendment documents the U.S. Census and Greenville adjustments (see **Table D-2**). **Map D-1** shows both MPA changes, with the U.S. Census adjustments highlighted in orange, and the Greenville adjustments highlighted in blue. **Map D-2** shows the final updated SAWMPO MPA boundary approved by the Policy Board on March 18, 2026. 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 and adds an approximate 14.8 square miles to the MPA.

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.

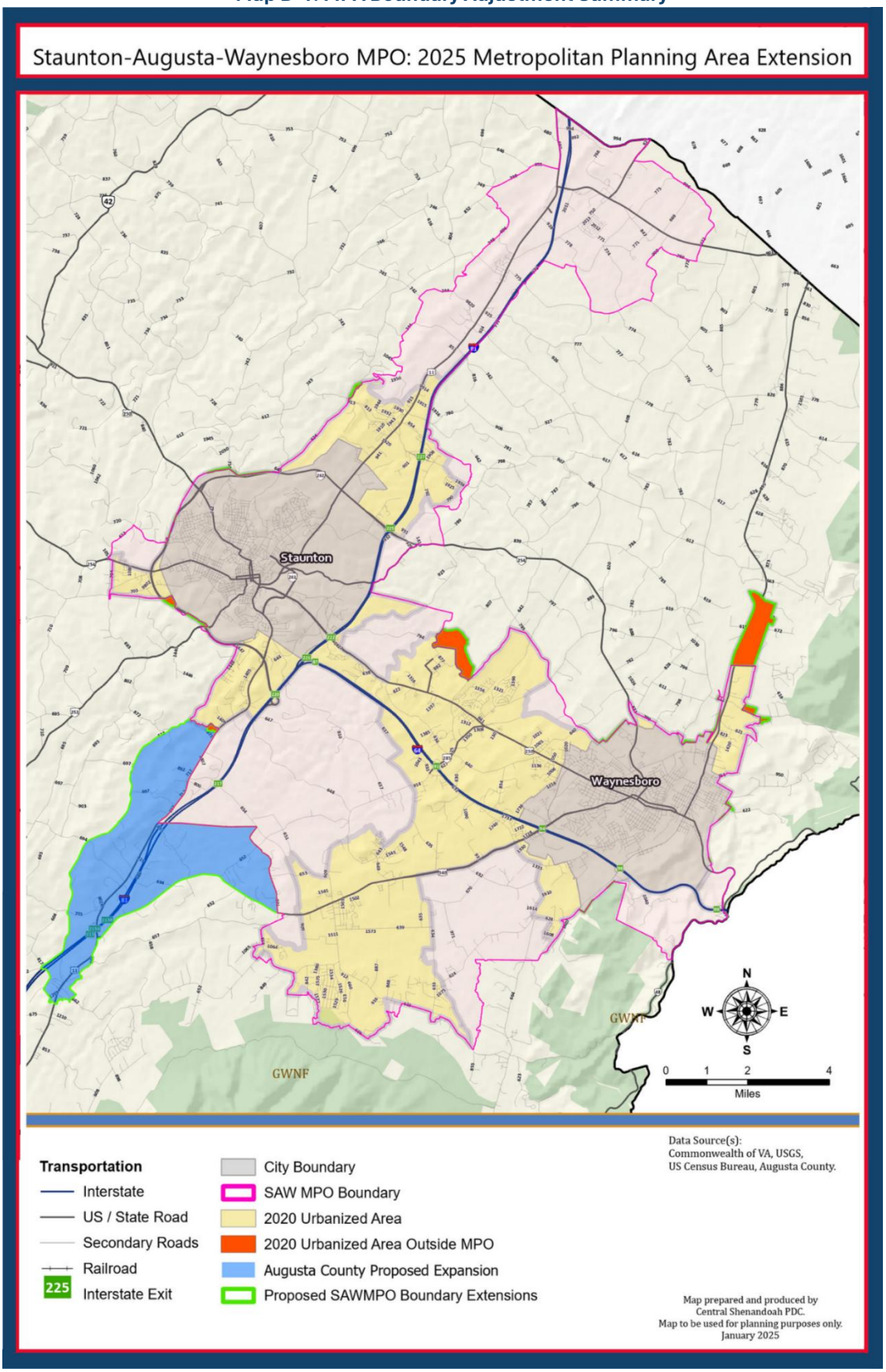
Greenville Area Expansion (Augusta County-Requested)

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.

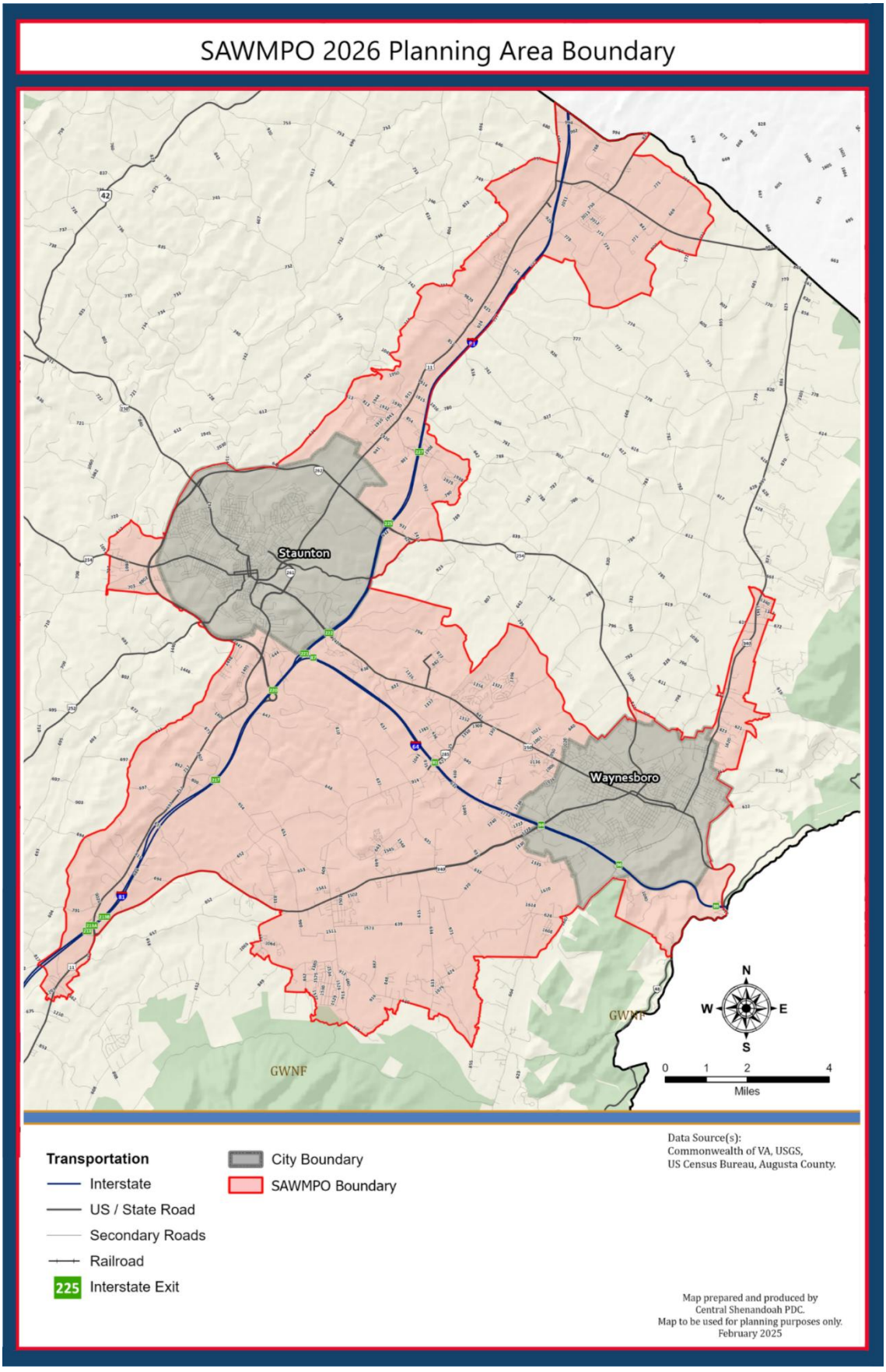
Table D-2: MPA Boundary Adjustment Summary

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



Map D-2: MPA Boundary Adjustment



Section 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

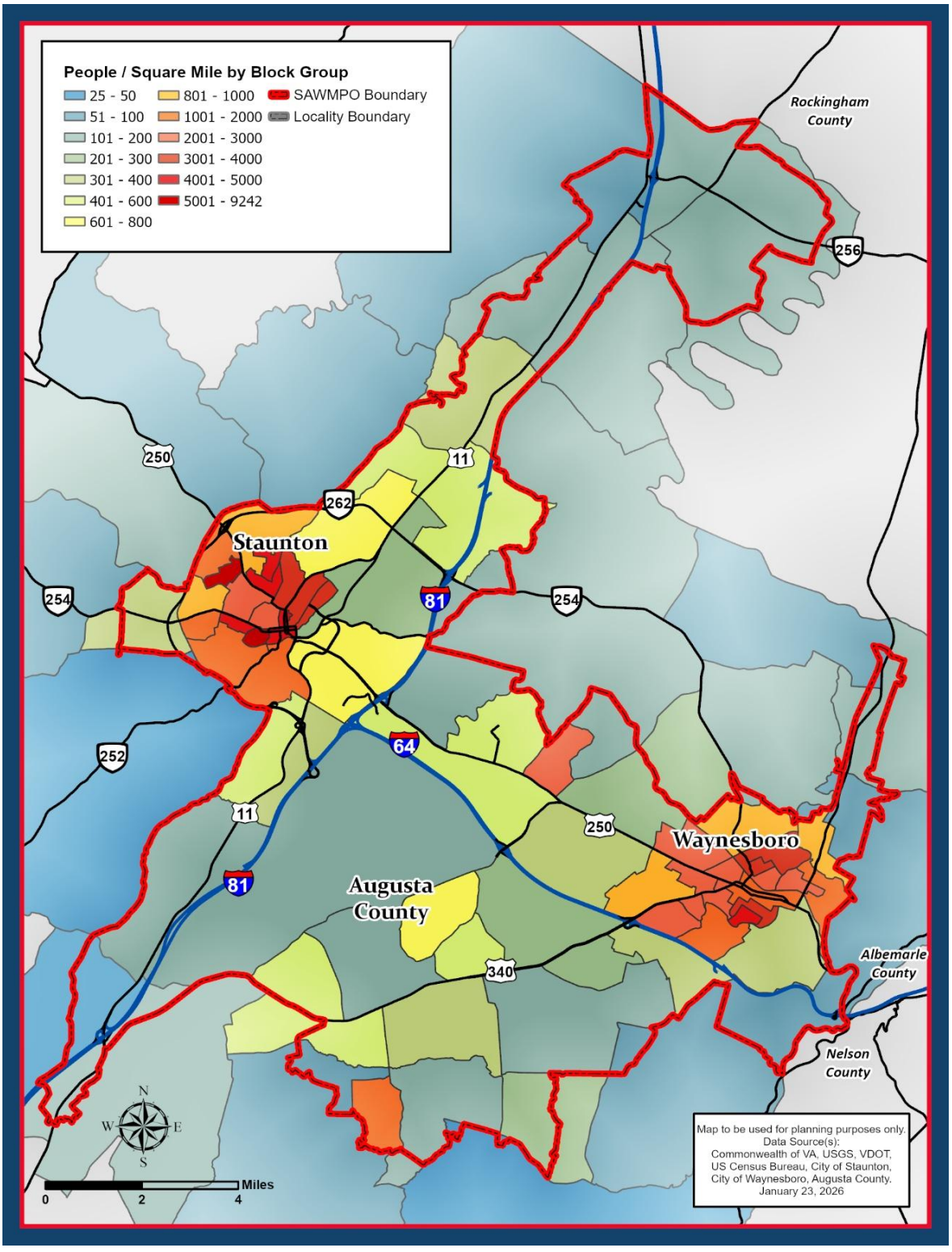
The 2025 boundary adjustments add a total of 2,713 residents to the MPA. The Greenville expansion area accounts for 1,905 residents (70% of the population increase), and the U.S. Census-aligned adjustments along the MPO perimeter include an additional 808 residents (30% of the population increase). Population 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

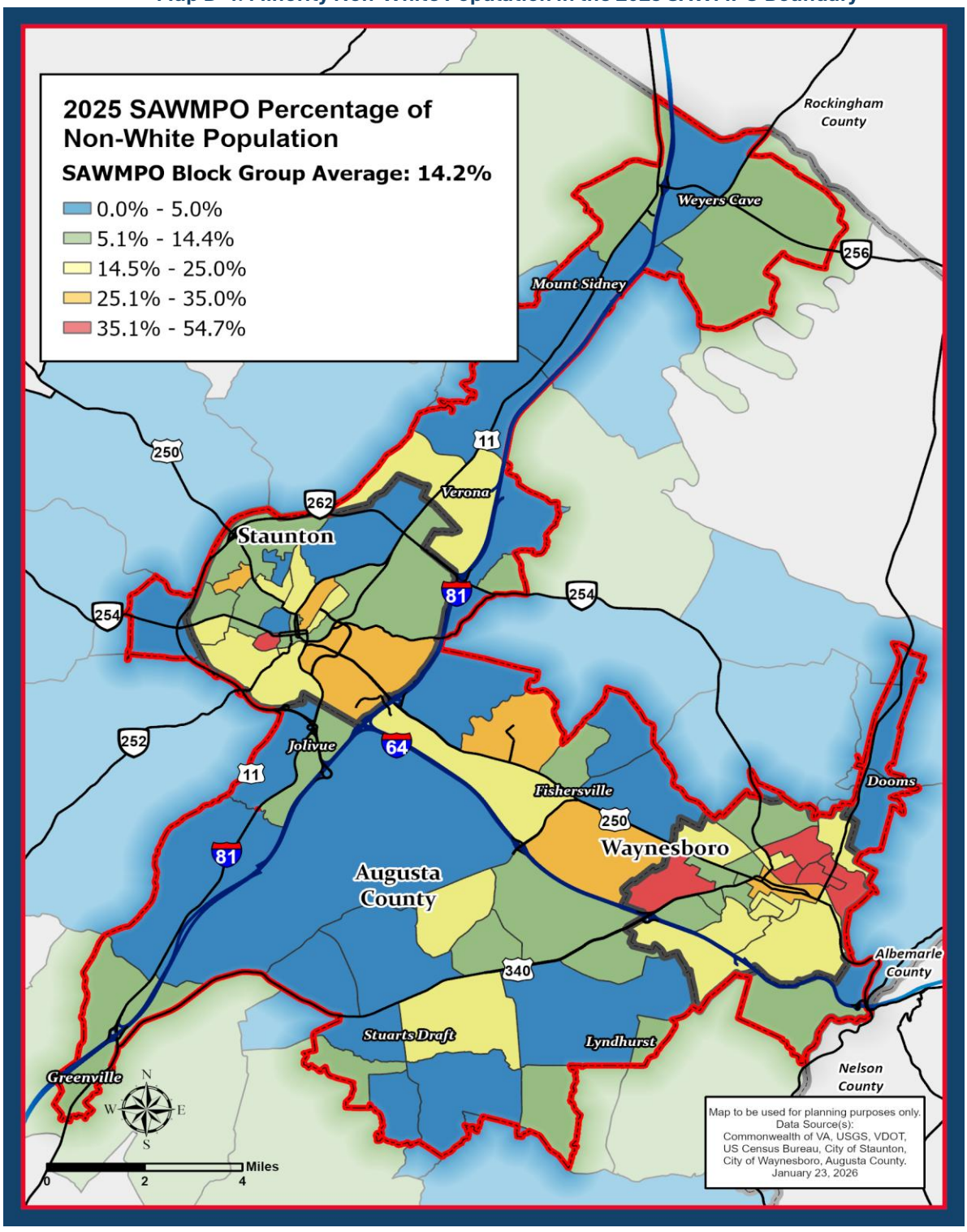
Table D-4 and **Map D-4** show the racial and ethnic composition of the boundary expansion area compared to the SAWMPO.

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

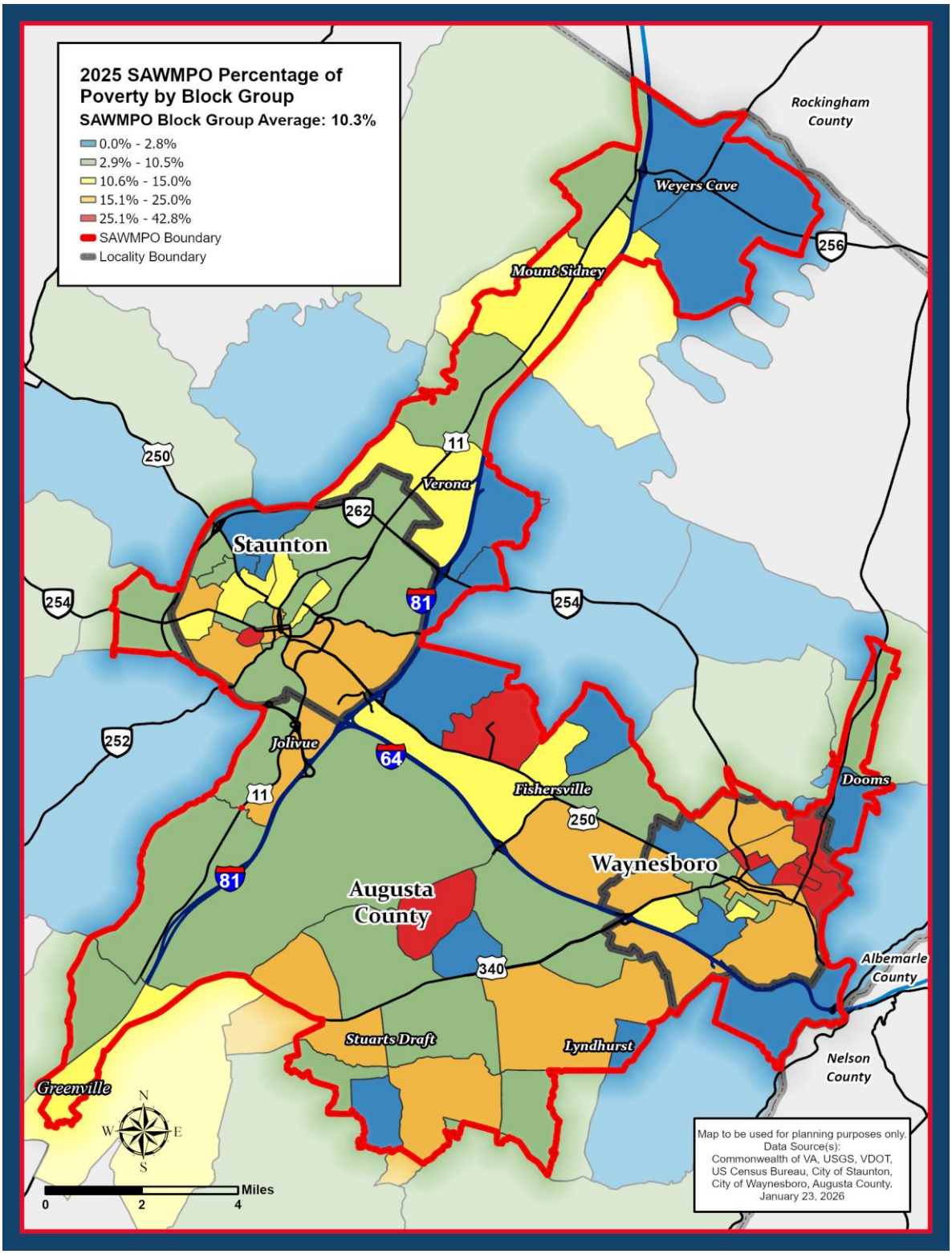
Category	Boundary Expansion*	SAWMPO Region*†
White (non-Hispanic)	91.4%	85.8%
Black or African American	3.4%	8%
Hispanic or Latino (any race)	1.5%	5%
Asian	0.1%	0.9%
Two or More Races	3.9%	4.2%

* 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*

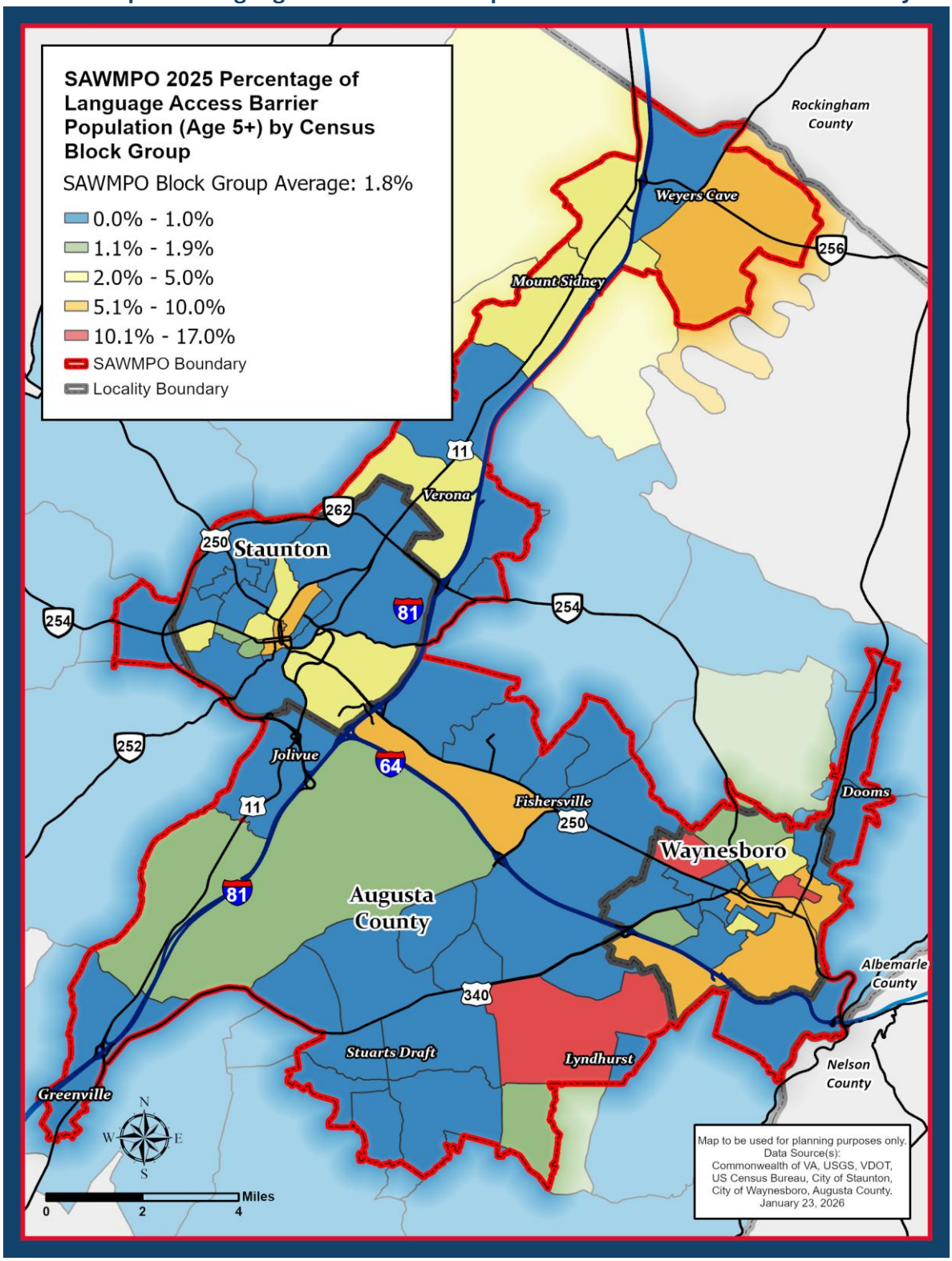
Map D-4: Minority Non-White Population in the 2025 SAWMPO Boundary



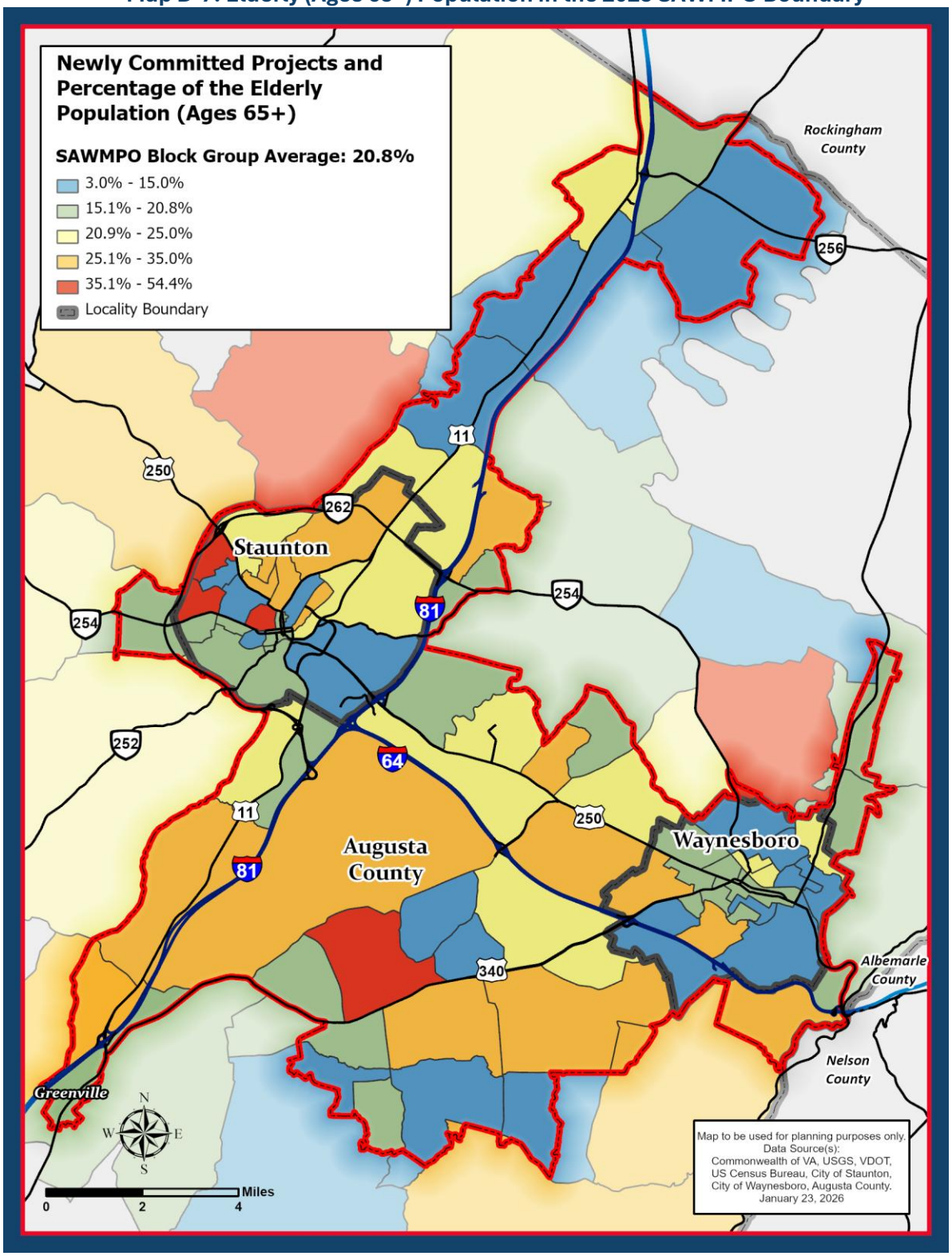
Map D-5: Poverty Percentages in the 2025 SAWMPO Boundary



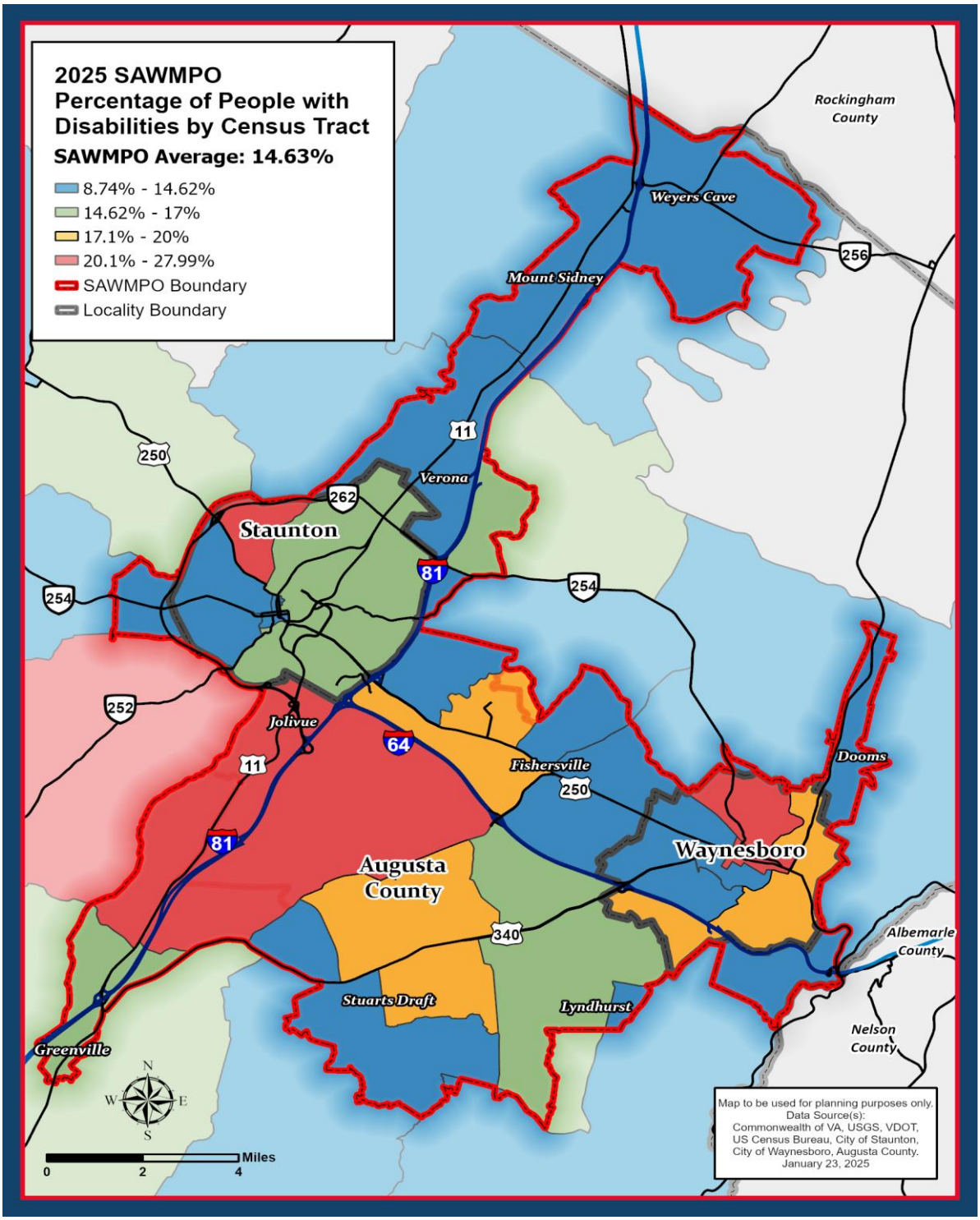
Map D-6: Language Access Barrier Population in the 2025 SAWMPO Boundary



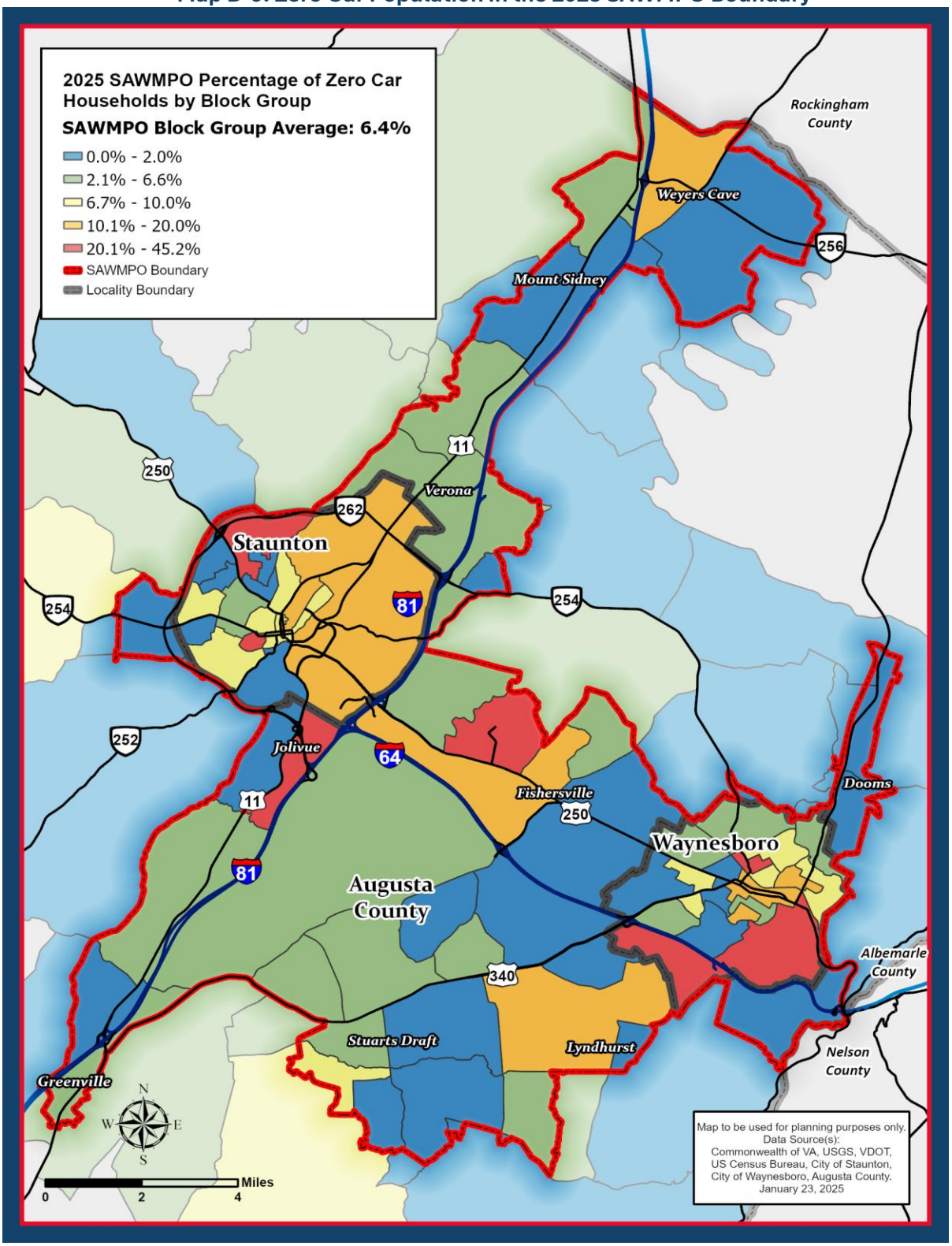
Map D-7: Elderly (Ages 65+) Population in the 2025 SAWMPO Boundary



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

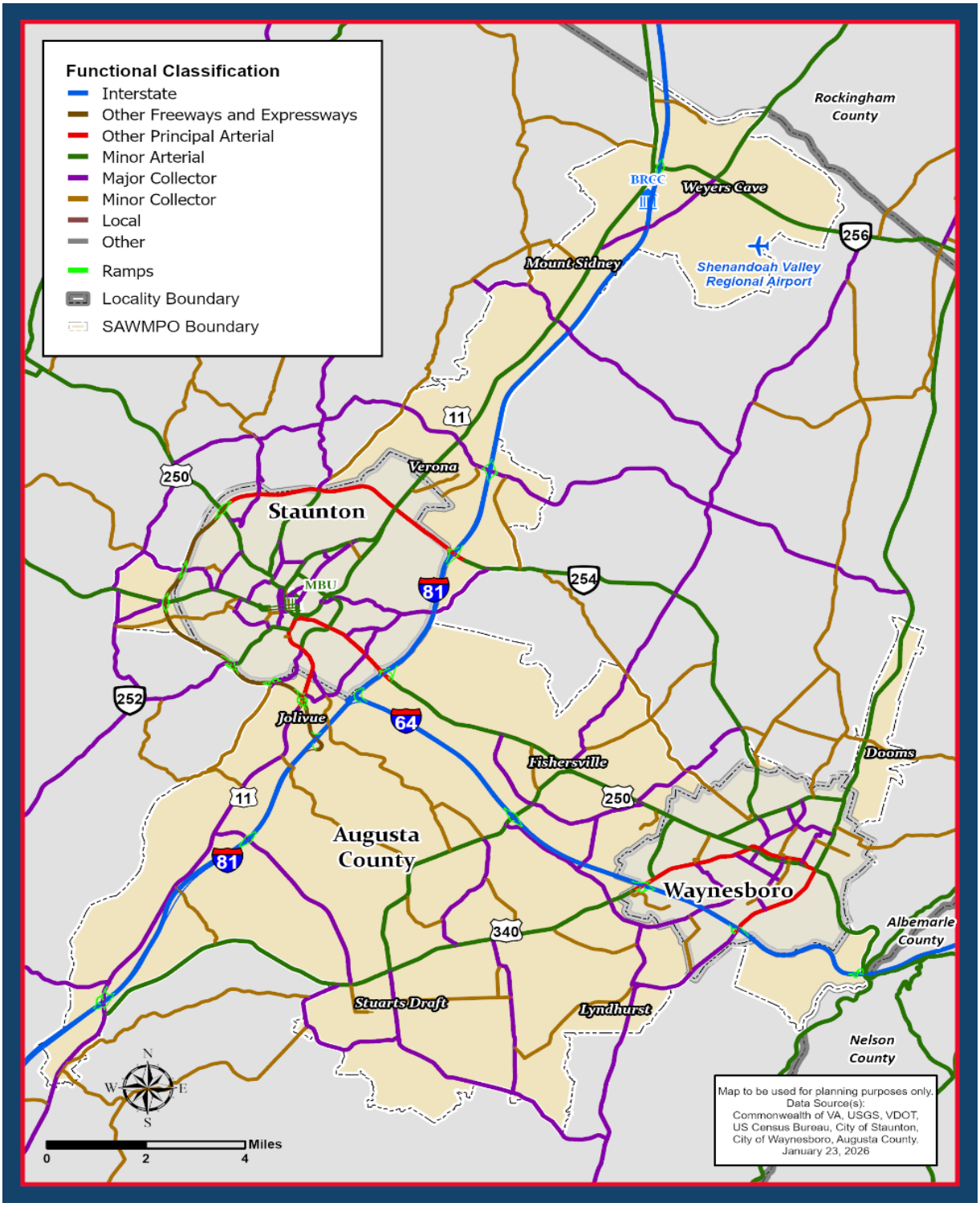


Table D-5 shows the Average Annual Daily Traffic (AADT) volumes for major roadways within expanded MPA boundary areas.

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)	FatalSerious Injury Crashes
US 340 at Purple Cow Rd (north of Waynesboro)	Intersection	65	12	5

Location	Segment/Intersection	PSI District Ranking	Total Crashes (2019-2023)	FatalSerious Injury Crashes
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
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 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 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