



Staunton-Augusta-Waynesboro Metropolitan Planning Organization
Transportation Improvement Program (TIP)
Fiscal Year 2027 - 2030

City of Staunton | Augusta County | City of Waynesboro



Staunton-Augusta-Waynesboro
Metropolitan Planning Organization
112 MacTanly Place, Staunton, VA 24401
sawmpo.org

Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO)

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Plan Documentation and Contact

Title and Date

Staunton-Augusta-Waynesboro Metropolitan Planning Organization Fiscal Year (FY) 2027-2030
Transportation Improvement Program (TIP), 2026

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Contact Information

The public, stakeholders, and interested parties can contact the SAWMPO regarding the TIP, SAWMPO documents, and other public records. Submit written comments to the following address:

SAWMPO
Central Shenandoah Planning District Commission (CSPDC)
112 MacTanly Place, Staunton, Virginia, 24401

Written comments can also be made online, by email, or by fax:

- Online sawmpo.org inquiry form: www.sawmpo.org/contact-us/
- Email: cspdc@cspdc.org
- Fax: (540) 885-2687

Oral comments can be submitted by calling the CSPDC office and requesting SAWMPO staff at 540-885-5174. Comments may also be made in person at regularly scheduled SAWMPO Policy Board and Technical Advisory Committee meetings. Check www.sawmpo.org for meeting details.

Title VI Manager and Additional Assistance

Submit any Title VI inquiries or comments to the SAWMPO Title VI Manager at the above CSPDC contact. Hearing and voice assistance are available from - Virginia Relay for Hearing and Voice Impaired: 7-1-1

Disclaimer

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 regarding this document, or if you need special assistance for persons with disabilities or limited English proficiency, 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 the CSPDC office at 540-885-5174.

Self-Certification

Submission of the SAWMPO TIP fulfils the federal self-certification requirements set forth by [23 CFR 450.336](#), confirming the SAWMPO’s metropolitan transportation planning process is conducted in accord with all applicable federal and state regulations.

Resolution

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Available on www.sawmpo.org under [Short Range Planning](#)

Appendix A: Highway Financial Plan

Appendix B: Transit Financial Plan

1. Introduction

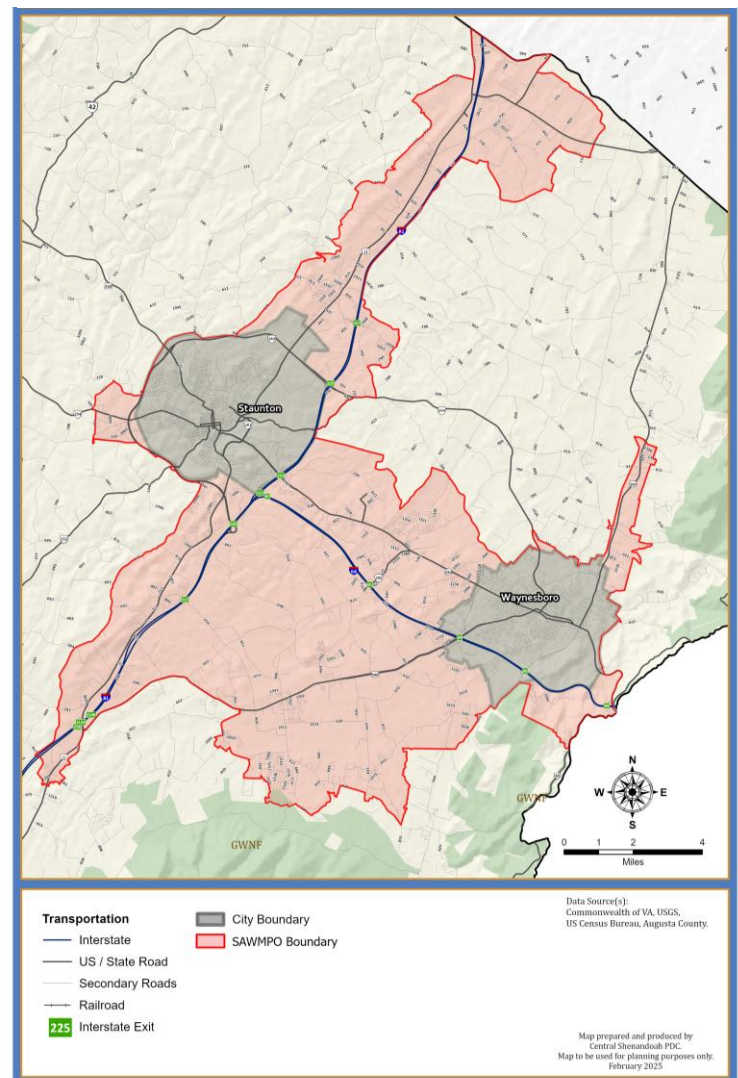
The FY 2027-2030 Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) Transportation Improvement Program (TIP) documents the federally funded transportation projects scheduled for implementation in the Cities of Staunton and Waynesboro and the urbanized portion of Augusta County over a four-year period from fiscal year 2027 through 2030. The TIP is a federally required planning document that must be updated every four years and is fiscally constrained, meaning all programmed projects are limited to available or committed revenue. The TIP document contains a narrative overview of the SAWMPO, a description of the required TIP process, and the financial plans for both highway and transit projects. The financial tables are located in Appendix A (Highway) and Appendix B (Transit), and, are updated as amendments and administrative modifications are approved.

The TIP documents highway revenues across funding categories including interstate improvements, safety and operations, bridge rehabilitation, active transportation, and system preservation, and transit revenues through Federal Transit Administration (FTA) 5307, 5310, and 5311 programs administered by BRITE Transit, human service providers, and the Virginia Department of Rail and Public Transportation (DRPT). The TIP also describes how projects are listed — either individually for regionally significant projects or as grouped entries for smaller, similar projects — and documents SAWMPO's concurrence with the Virginia Department of Transportation (VDOT)'s statewide performance targets covering system performance, safety, asset management, and public transit safety and asset management.

SAWMPO Overview

A Metropolitan Planning Organization (MPO) is a transportation policy-making body consisting of representatives from local, state, and federal government, transit agencies, transportation providers, and other stakeholders. The U.S. Congress passed the Federal-Aid Highway Act of 1962, which required the formation of an MPO for any urbanized area (UZA) with a population greater than 50,000.

Map 1. SAWMPO Region



The 2010 U.S. Census designated the Staunton-Augusta-Waynesboro region as an urbanized area and the SAWMPO was established in 2012. The SAWMPO is the federally designated agency responsible for leading regional transportation planning efforts for the cities of Staunton and Waynesboro, and the urbanized areas of Augusta County (see **Map 1**).

The SAWMPO provides members and partners an impartial venue to ensure that regional transportation planning and decision making are conducted transparently using a continuing, cooperative, and comprehensive (3-C) process. The 3-C process is a federally mandated planning process that facilitates on-going coordination with MPO members, partner agencies, and other stakeholders to develop a comprehensive picture of the region's transportation network needs, priorities, and potential projects.

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

The Policy Board consists of seven elected or appointed officials from the Cities of Staunton and Waynesboro, Augusta County, and VDOT and directs and approves transportation planning in the metropolitan area. The Policy Board is supported by SAWMPO staff and receives guidance and technical assistance from the SAWMPO Technical Advisory Committee (TAC), which consists of staff from SAWMPO member localities, BRITE transit, and state and federal agencies.

2. Purpose and Process

Purpose

Federal regulations [49 U.S.C. § 5303\(j\)](#) and [23 CFR 450.326](#) require that all MPOs develop and maintain a Transportation Improvement Plan (TIP) to coordinate regional transportation planning, maximize resources, provide transparency in the investment of federal transportation funds, and make progress towards achieving state and regional performance targets. The TIP must be updated every four years, and the SAWMPO TIP is developed with MPO member agencies and localities, the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), BRITE Transit, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The SAWMPO TIP primarily documents all capital highway and transit transportation projects in the region that are scheduled to receive federal transportation funds over a four-year period. All projects in the TIP must be fiscally constrained, which means the four-year program of transportation projects must be financially realistic and limited to available or committed revenue sources. The TIP does not list more projects than the MPO and its members can actually afford to implement and maintain. In addition to federally-funded capital transportation projects, the TIP includes:

- Non-capital highway transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects.
- Projects related to the operation of public transportation.
- Projects that require federal action.
- Regionally significant projects that impact the capacity of arterials.

The SAWMPO TIP allows MPO members and the public to review federally-funded transportation projects and ensure that the projects address regional transportation needs and priorities and align with regional transportation planning goals established in the SAWMPO Long Range Transportation Plan (LRTP). The SAWMPO 2050 LRTP identified the following regional transportation goals (see **Table 1**), which address local and regional priorities while aligning with state and federal goals and requirements. **Chapter 4** details TIP alignment with other state and federal goals.

Table 1: 2050 SAWMPO LRTP Goals

Goal	Description
Goal 1 – Safety	Increase the safety and security of the transportation system for all users.
Goal 2 – Efficient System Management	Maintain existing transportation systems and facilities and promote efficient system management to address congestion and reliability.
Goal 3 – Accessibility	Provide an efficient, connected, and reliable transportation system all users and goods
Goal 4 – Land use	Coordinate land use and transportation planning to support future growth.
Goal 5 – Economic Development	Improve economic vitality by encouraging transportation access to employment and services and attracting businesses and entrepreneurs to the region.

<p>Goal 6 – Environmental Sustainability</p>	<p>Improve quality of life by protecting and enhancing historic and natural resources, promoting conservation, maintaining air quality, and expanding recreation networks.</p>
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Once a project is in the TIP, the federal government can commit to reimburse the state for a share of eligible costs. Projects or project phases are only included in the TIP if full project funding is anticipated to complete the project. After the TIP is approved, the TIP is included in the [Statewide Transportation Improvement Program \(STIP\)](#). The STIP includes all MPO TIPs in the state. The approved TIP documents are sent to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for review and acceptance. All federally funded projects are also included in the statewide [Six-Year Improvement Program \(SYIP\)](#). The SYIP is an annual, rolling plan that outlines nearly transportation project spending over a six-year period. The Commonwealth Transportation Board (CTB) approves the SYIP each June.

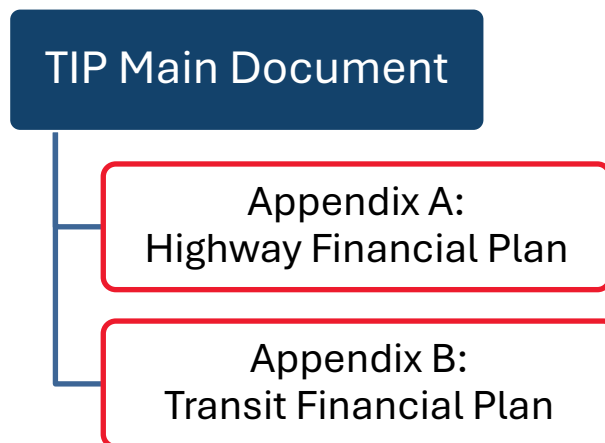
Document Structure and Update Process

Overview

The FY 27-30 SAWMPO TIP contains all required federal and state language, including compliance with performance-based planning requirements related to safety and system performance, and the financial plans for both highway and transit projects. These financial plans are included in this document as separate appendices. The body of the document will not change throughout the duration of the FY 27-30 TIP but the financial tables are updated throughout the four-year period as project details and funding allocations change.

Each appendix will display only the most current project funding figures and will be updated as amendments or administrative modifications are approved. Prior versions of project funding figures will be archived for documentation purposes.

Figure 1: TIP Document Structure



The TIP document will be published on the SAWMPO website under the [Short Range Planning](#) tab.

Amendments and Administrative Modifications

The TIP is a living document that requires continuous amendment or administrative modification to reflect changes to project funding, scope, or phasing, as well as the addition of new projects. MPO staff coordinate with VDOT, DRPT, and BRITE Transit to maintain consistency between the TIP and the STIP. The SAWMPO [Public Participation Plan \(PPP\)](#) outlines the TIP amendment and administrative modification update process and ensures the public is notified of MPO activities and has meaningful opportunities to participate in regional planning. All SAWMPO Policy Board and TAC meetings are open to the public, with time reserved at the start of each meeting for public comment. Meetings are held at the CSPDC office at 112 MacTanly Place, Staunton, VA 22401. Visit sawmpo.org for meeting schedules and additional information.

A TIP amendment involves a major project change. The list below provides examples of TIP amendments:

- Adding or removing a project or phase
- Changing the start date significantly for the project or phase
- Revising the design concept or scope in a significant way such as changing the project limits, the number of lanes in a highway project, or the number of stations for a transit project
- Increasing project or phase cost

Details about the sliding scale used to determine if a cost increase is significant can be found in the [STIP procedures manual](#). All amendments are made available for public review and comment consistent with the SAWMPO Public Participation Plan (PPP). Amendments are incorporated into the STIP and are subject to Federal approval. Amendments are reviewed by the Technical Advisory Committee (TAC) and approved by the Policy Board.

Administrative modifications are minor revisions to the TIP such as small changes to a project's programmed phase, costs, funding sources, or schedule and require only a staff-level review. Administrative modifications do not require a public notice or a comment period.

3. Financial Plan

Overview

Federal regulation [23 CFR 450.324\(h\)](#) requires that the TIP include a financial plan showing how federally funded projects can be constructed with existing funds. This chapter provides an overview of the federal highway and transit revenues that fund the MPO region's transportation projects, and also an introduction to the highway and transit TIP project block information, which detail the project description, location, funding phases, the funding source, the programmed dollar amount, and the fiscal year in which each phase is funded. The full highway project block lists are included in Appendix A: Highway Financial Plan and the full transit project block lists are included in Appendix B: Transit Financial Plan on sawmpo.org under the [Short Range Planning](#) tab.

Highways Revenues

VDOT and FHWA provide oversight for highway revenues and projects. **Table 6** shows planned federal obligations for FY 2027-2030. The table lists by year how much federal funding is expected to be obligated to specific federal project categories and state and local matching funds. Each row represents a different federal funding category – such as safety funds, bridge repair funds, or surface transportation funds – and shows both the amount available and the amount planned to be used. The matching available and planned columns confirm the program is financially constrained for that year. Note that **Table 6** numbers are subject to change with new amendments or administrative modifications. The most recent highway funding totals by category are available in the FY 2027-2030 TIP Appendix A: Highway Financial Plan on sawmpo.org under the [Short Range Planning](#) tab.

VDOT provides the highway revenue figures, and the MPO confirms that the programmed project information for highway projects is accurate. TIP federal funding sources originate from the following programs.

National Highway System Programs

Three funding codes support improvements to the National Highway System (NHS). The National Highway System/National Highway Performance Program (NHS/NHPP) funds projects to construct new facilities on or improve the condition and performance of the NHS. NHPP/E funds are dedicated to improving infrastructure conditions, safety, congestion reduction, system reliability, or freight movement on the NHS. The National Highway Freight Program (NHFP) provides funding specifically to improve the movement of freight on the National Highway Freight Network (NHFN).

Bridge and Infrastructure

The Bridge Replacement Program (BR) provides funding for bridge improvements both on and off the NHS. Highway Infrastructure Program – Formula (HIP/F) supports the restoration, repair, and construction of federal aid eligible roads, bridges, and tunnels.

Safety

The Highway Safety Improvement Program (HSIP) funds projects to reduce traffic fatalities and serious injuries on public roads, with a set-aside for the Railway Highway Crossings Program.

Environmental and Air Quality

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides flexible funding for congestion reduction and air quality improvement projects and programs and is available only to areas not meeting federal air quality standards or designated as maintenance areas. The Carbon Reduction Program – Formula (CRP/F) funds projects that specifically target the reduction of on-road emissions of climate change causing pollutants.

Flexible Surface Transportation

The Surface Transportation Program/Surface Transportation Block Grant (STP/STBG) provides flexible funding for a wide range of eligible projects and programs to address state and local transportation needs. Regional Surface Transportation Program (RSTP) funds a broad range of capacity, operational, and congestion mitigation related improvements.

Active Transportation

Transportation Alternatives Program (TAP) provides funding dedicated to bicycle and pedestrian facilities through the Surface Transportation Block Grant.

Special and Legacy Programs

Two codes reflect specialized or historical funding mechanisms. DEMO provides specialized funding to demonstration, priority, pilot, or special interest projects. EB/MG is a historic program that provided minimum guaranteed funding for localities.

Table 7: Original FY27-30 Highway Funding Totals by Category in the SAWMPO Region

Category	Total Investment
Interstate Projects (I-81/I-64 Improvements)	\$226.4M
Safety, ITS, & Operational Improvements	\$164.4M
Transportation Alternatives / Pedestrian & Multimodal	\$31.0M
Bridge Rehabilitation & Replacement	\$28.2M
Preventative Maintenance & System Preservation	\$52.7M
Bridge Maintenance	\$20.2M
Traffic & Safety Operations Maintenance	\$1.9M

Note: Numbers subject to change with new amendments or administrative modifications. The most recent highway funding totals by category are available in the FY27-30 TIP Appendix A: Highway Financial Plan on sawmpo.org under the Short Range Planning tab.

Transit Revenues

DRPT and FTA provide oversight for transit revenues and projects. **Table 8** shows planned federal transit obligations for FY 2027-2030 expected to be obligated to specific funding categories, along with any required state and local matching funds. Note that **Table 8** numbers are subject to change with new amendments or administrative modifications. The most recent transit funding totals by category are available in the FY 2027-2030 TIP Appendix B: Transit Financial Plan on sawmpo.org under the [Short Range Planning](#) tab. DRPT and BRITE Transit provide the transit revenue figures and the MPO confirms that the programmed project information for transit projects is accurate. TIP federal funding sources originate from the following programs.

FTA 5307

Urbanized Area Formula Funding (49 U.S.C. 5307) is a Federal Transit Administration (FTA) program that provides financial assistance for public transportation in urbanized areas with populations of 50,000 or more. FTA 5307 includes funding for both operating and capital projects for urban transit systems. The program covers a broad range of needs including bus operations, preventive maintenance, and ADA paratransit services.

FTA 5310

The Enhanced Mobility of Seniors and Individuals with Disabilities program (49 U.S.C. 5310) provides formula funding to meet transportation needs of older adults and individuals with mobility challenges. The program is administered by the FTA and funds smaller providers such as local governments, transit agencies, and nonprofits that operate mobility services for these populations beyond what the main transit system provides.

FTA 5311

The Formula Grants for Rural Areas Program (49 U.S.C. 5311) provides funding for public transportation in rural areas and small communities outside of urbanized areas. The program supports operating assistance, capital purchases, and planning for transit providers serving these less densely populated areas. DRPT administers this program and distributes funds to eligible rural operators.

Table 8. FY27-30 Transit Project by Category (Source: BRITE and DRPT)

Funding Type	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027-2030
FTA 5307	-	\$1,262,000	\$1,308,000	\$1,192,000	\$1,290,000	\$5,052,000
FTA 5310	-	\$95,000	\$102,000	\$111,000	\$119,000	\$427,000
FTA 5311	-	\$1,080,000	\$1,125,000	\$1,129,000	\$1,165,000	\$4,499,000
State	-	\$889,000	\$960,000	\$904,000	\$966,000	\$3,719,000
Local	-	\$495,000	\$511,000	\$515,000	\$532,000	\$2,053,000
Revenues	-	\$127,000	\$139,000	\$153,000	\$168,000	\$587,000
Year Total:	-	\$3,948,000	\$4,145,000	\$4,004,000	\$4,240,000	\$16,337,000

Highway and Transit Project Lists

The Appendix A: Highway Financial Plan on sawmpo.org under the [Short Range Planning](#) tab includes projects listed either individually or as grouped entries by project type. The method used for each project is determined by federal requirements related to regional significance and air quality conformity. Individually listed projects are specific, identifiable projects that are regionally significant. Grouped entries consolidate multiple smaller, similar projects under a single line item when individual listing is not required. Both formats include programmed funding amounts by phase and fiscal year, and both are subject to the amendment and administrative modification process when changes occur. While highway projects are listed either individually or in groupings, all Transit projects are listed individually.

In addition to summarizing project construction costs, the TIP also includes financial projections for project maintenance and operating costs. The TIP Financial Plan may contain projects that show \$0.00 for planned obligations. Possible reasons for this include:

- The project is complete and is awaiting final closeout
- Project phases extend beyond four years
- A Project type ID that has no allocated funding during the four-year period of the TIP

Individually Listed Projects

Each regionally significant project in the TIP is listed as a standalone entry with a unique project identifier. The project block includes the project description, location, funding phases (Preliminary Engineering, Right-of-Way, Construction, and Construction Engineering), the funding source for each phase, the programmed dollar amount, and the fiscal year in which each phase is funded. Projects are listed individually when they meet federal thresholds for regional significance — generally meaning they are located on the federal-aid highway system, have independent utility, or require an individual air quality conformity determination.

Examples of individually listed projects include a specific intersection improvement, a bridge replacement on a named route, or a corridor widening project. Any change to a listed project's funding, phasing, or scope must be processed as a formal amendment or administrative modification and coordinated with VDOT and DRPT.

Grouped Project Listings

Many projects which use federal funds do not add capacity to the regional transportation network or create new connections. Projects that are not individually regionally significant and do not require individual air quality conformity determinations may be consolidated under a single TIP grouping category by project type or geographic area. Common examples include system-wide pavement resurfacing programs, signal upgrade programs, minor safety improvements, and ADA compliance work.

A grouped entry identifies the project type and general area and lists the total programmed amount by fiscal year and funding source, without naming each individual project location. Individual projects within a group may be adjusted without a formal TIP amendment, provided the total programmed amount and project type remain consistent with the approved group entry.

How to Read a Project

The TIP funding tables summarize by year and by funding source for the revenue amounts estimated and committed. The tables include expenditures and estimated revenues expected for each funding source and show that the program is financially constrained by year. The financial summary tables are based on total funds available, which include annual allocations of funds including any state and local matching dollars. These revenue sources are all reasonably expected to be made available and committed to the project phase during the programmed year of the TIP. The highway and transit TIP blocks are formatted differently to align with both VDOT and DRPT preferred formatting. Examples of highway and transit project blocks are below.

Highway TIP Block Example

Figure 2. Highway TIP Block Information

UPC NO	116278	SCOPE	Reconstruction w/ Added Capacity		
SYSTEM	Interstate	JURISDICTION	Augusta County	OVERSIGHT	FO
PROJECT	#181CIP SB MM 234 TO 237, WEYERS CAVE TCL (ID #55)			ADMIN BY	VDOT
DESCRIPTION	FROM: MM 234.2 TO: MM 237.9 (3.1000 MI)				
ROUTE/STREET	0081			TOTAL COST	\$40,264,089
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0

Highway TIP Block Key – Basic Project Information

Universal Project Code (UPC) Number	Number assigned to each project at its conception remaining with the project until completion.
Scope	Details work to be covered by the project
System	Indicates which system, program, or mode of transportation the project falls within. E.g. Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous.
Jurisdiction	Identifies the project jurisdiction (Staunton, Augusta County, or Waynesboro).
Federal Oversight Indicator (FO or NFO)	FO: Indicates Federal Oversight in the project construction, contracting, and management. NFO: Indicates No Federal Oversight in the construction, contracting, and management issues, and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether federal oversight is required.
Project/Project Phase	Name of the Project and Phase such as PE (Preliminary Engineering - preliminary field survey, utility location, environmental or historical studies, design drawings, final field inspections and public hearings); RW (Right of Way - negotiations with property owners, payments for access, and arrangements with utility companies are finalized to obtain the land necessary for the project); or CN (Construction - project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin).
Admin By	Identifies the entity responsible for the project.
Description	Identifies the project's limits.
Route/Street	Identifies local Route number or name of road/street.
Total Cost	The total estimated cost (TO) reflects the best overall estimate available at the time. Estimated costs begin as rough estimates, usually based on historical data, and are updated at critical stages (e.g. the final field inspection), as plans are more defined.

Highway TIP Block Key – Planned Obligation Information

Fund Source	Identifies the FHWA or FTA funding source.
Match	Dollar amounts matching federally funded projects. Most federal fund sources require a match; most often represented as a percentage of the total cost. The match is included in the obligations section for informational purposes. The match can come from local, state, or other sources.
Current and Future Obligations	The amount of funding obligated for the indicated phase of work - an obligation represents a commitment from the Federal government to reimburse the state for the Federal share (e.g. 80%) of a project's eligible cost. This commitment occurs when the project is approved, and the Federal government executes the project agreement. The funding obligation listed is the dollar amount that a state may spend and expects to be reimbursed for during each Federal fiscal year.

Transit TIP Block Example

Figure 3. Transit TIP Block Information

Basic project information including location, scope and cost.

Project ID/STIP ID:	BRI0003	Title:	Operating Assistance				
Location:	Staunton	Recipient:	BRITE				
Project Category:	Transit - Operating						
Description:	BRITE Bus operating assistance for urban and rural transit service.						

Federal Fiscal Year	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030		Total	FY 2027-2030
FTA 5307		512	522	532	543	FTA 5307		2,109
FTA 5310	-	-	-	-	-	FTA 5310		-
FTA 5311		521	534	547	560	FTA 5311		2,162
State		620	633	648	662	State		2,563
Local		413	422	432	441	Local		1,708
Revenues		127	139	153	168	Revenues		587
Year Total:	-	2,193	2,250	2,312	2,374	Total Funds:		9,129

Modifications and Amendments:

Dollar values are represented in thousands (e.g. 100 = \$100,000)

Planned obligations by Year and Fund Source.

4. Performance Targets

Overview

Federal law establishes transportation performance measures to ensure states and MPOs are investing in projects that contribute towards national transportation planning goals. The TIP must include a description of the MPO performance targets and demonstrate the link between TIP projects and achievement of performance targets. As mentioned in Chapter 1, the SAWMPO established regional transportation goals through the LRTP, and plans projects based on those goals. The LRTP goals also align with federal and state performance measures, which are outlined below.

Federal Performance Measures and Targets

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 through development of the LRTP project evaluation and scoring, short range studies that address federal and state performance measures, statewide competitive funding grant applications, and TIP programming.

The State recognizes five federal performance measures:

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

SAWMPO concurs with VDOT's targets for System Performance, Safety, and Asset Management. BRITE Transit is included in the statewide Public Transit Agency Safety 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 LRTP 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.

System Performance

In 2018, in accordance with federal requirements, 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 that are updated every four years. NHS Performance 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 1** below.

Table 1. 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

Virginia’s Transportation Plan (VTrans) identifies the most critical transportation needs in Virginia to ensure the overarching transportation goals in the LRTP 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 – Improve 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 federal requirements, Virginia establishes safety performance objectives as published in Virginia’s 2022 – 2026 Strategic Highway Safety Plan (SHSP) and annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The CTB approves annual statewide safety targets for a set of safety measures (see **Table 2**), with the latest safety targets occurring in 2026. The targets are developed 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 2: 2026 Approved CTB Statewide Safety Targets

Safety Measure	Statewide Safety Targets
Number of Fatalities	882
Rate of Fatalities per 100 million VMT	1.000
Number of Serious Injuries	6,424
Rate of Serious Injuries per 100 million VMT	7.286
Number of Non-Motorized Fatalities and Serious Injuries	604

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 targets since 2021 (see **Table 3**).

The MPO recorded 12 fatalities in 2021, which exceeded the annual safety target of 8 fatalities, and recorded 18 fatalities in 2022, which substantially exceeded the annual safety target of 7. In 2023, the MPO recorded 10 fatalities, which exceeded the target of 8. In 2024, the SAWMPO recorded 8 fatalities, meeting the annual target for the first time since 2019. According to unofficial data through October 29, 2025, the region has recorded 11 fatalities, already exceeding the 2025 target of 9.

While fatal crashes have often exceeded safety targets since 2021, serious injuries fell below MPO targets in 2020, 2021, and 2023, but they have exceeded targets in 2022 and 2024. In 2022, serious injuries slightly exceeded the target (115 actual vs. 109 target). However, in 2024, serious injuries significantly exceeded the target with 129 actual injuries compared to the target of 99. Non-motorized fatalities and serious injuries have been consistent over the five-year period, though the SAWMPO continues to have several notable non-motorized fatalities every year with 4 pedestrian fatalities in 2024.

Table 3: Safety Targets and Actual Numbers, 2021 – 2025

	2021 Target	2021 Actual	2022 Target	2022 Actual	2023 Target	2023 Actual	2024 Target	2024 Actual	2025 Target	2025 Actual**	2026 Target^
Fatalities	8	12	7	18	8	10	8	8*	9	11**	9
Rate of Fatalities per 100 million VMT	.77	1.14	.74	1.55	.75	0.92	.77	NA	.77	NA	0.812
Serious Injuries	117	96	109	115	108	100	99	129*	98	76**	103
Rate Serious Injury Per 100 Million VMT	11.11	9.14	10.7	9.91	10.1	8.40	9.7	NA	8.76	NA	8.851

	2021 Target	2021 Actual	2022 Target	2022 Actual	2023 Target	2023 Actual	2024 Target	2024 Actual	2025 Target	2025 Actual**	2026 Target^
Non-motorized Fatal and Serious	10	8 (3 fatal)	9	9 (4 fatal)	9	7 (2 fatal)	8	8 (4 fatal)	8	5 (1 fatal)	8

**Unofficial data

Connection to Other Performance Based Planning Documents

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

Asset Management (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. The 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).

Table 4. 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 Condition	NHS	27.2%	25.1%
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.

Public Transit Asset Management

MAP-21, the FAST Act, and Bipartisan Infrastructure Law (BIL) established performance measurement requirements for transit asset management to support outcome-based investment decisions. Virginia’s Transit Asset Management (TAM) plan 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 maintain 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

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 TIP document or MPO plan adopted after October 1, 2018 will be compliant 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. 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 the 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 **Table 5**.

Table 5: 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%

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

Public Transit Safety

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 in **Table 6**.

Table 6: 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

SAWMPO FY 2027-2030 TIP FINANCIAL PLAN - HIGHWAY

The Infrastructure Investment and Jobs Act (IIJA) requires a financial plan be provided in the TIP (23 CFR 450.326 (j)). The Financial Plan must demonstrate how the projects programmed can be implemented with existing obligations. TIP projects identified must be consistent with the SAWMPO Long-Range Transportation Plan, and must be fully funded to the extent of available funding obligations or funding that is reasonably expected to be available.

The SAWMPO and its partners have collaborated to develop financial forecasts for the Highway TIP based on the latest official planning assumptions, available or assumed revenue(s), and estimated project cost(s). The financial information provided is either project specific, or listed by a grouped funding category. All projects listed in the TIP are expected to be implemented during the four-year lifecycle of the document. The TIP Financial Plan may contain projects that show \$0.00 for planned obligations if the project is complete at the time of adoption and awaiting final closeout.

This document may be amended and administratively modified as needed. The tables below represent the most current SAWMPO TIP approved by the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA). For older versions of the TIP, please refer to the TIP Archive on the SAWMPO website here: <https://www.sawmpo.org/short-range-planning/>

SAWMPO - Interstate Projects

UPC NO	116278	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	Augusta County	OVERSIGHT	FO	
PROJECT	#I81CIP SB MM 234 TO 237, WEYERS CAVE TCL (ID #55)			ADMIN BY	VDOT	
DESCRIPTION	FROM: MM 234.2 TO: MM 237.9 (3.1000 MI)					
ROUTE/STREET	0081			TOTAL COST	\$40,264,089	
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0
UPC NO	116277	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	Augusta County	OVERSIGHT	FO	
PROJECT	#I81CIP NB MM 234 TO 237, WEYERS CAVE TCL (ID #44)			ADMIN BY	VDOT	
DESCRIPTION	FROM: MM234.1 TO: MM237.7 (3.1000 MI)					
ROUTE/STREET	0081			TOTAL COST	\$45,662,031	
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0
UPC NO	116269	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	Augusta County	OVERSIGHT	FO	
PROJECT	#CIP#81 NB & SB MM 221 TO 225, 3-LANE WIDENING (ID #61)			ADMIN BY	VDOT	
DESCRIPTION	FROM: MM 221.45 TO: MM 225.6 (4.1800 MI)					
ROUTE/STREET	0081			TOTAL COST	\$140,518,206	
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0



SAWMPO - Urban Projects

UPC NO	111048	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Staunton	OVERSIGHT	NFO	
PROJECT	#SMART18 - (St) STAUNTON CROSSING STREET EXTENSION			ADMIN BY	VDOT	
DESCRIPTION	FROM: E. Int. Rte. 250 TO: Valley Center Drive (0.8500 MI)					
ROUTE/STREET	CROSSING WAY (U000)			TOTAL COST	\$10,362,288	
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0



FY 2027-2030 TIP FINANCIAL PLAN - HIGHWAY

SAWMPO - Project Groupings

GROUPING		Construction: Bridge Rehabilitation/Replacement/Reconstruction						
ROUTE/STREET							TOTAL COST	\$ 28,244,930
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30		
RW	Federal - HHS/NHPP		\$0	\$743,738	\$0	\$0	\$0	
CN	Federal - HHS/NHPP		\$0	\$0	\$2,756,325	\$0	\$0	
	Federal - STP/STBG		\$0	\$0	\$6,594,596	\$0	\$0	
CN TOTAL			\$0	\$0	\$9,350,921	\$0	\$0	

GROUPING		Construction: Safety/ITS/Operational Improvements						
ROUTE/STREET							TOTAL COST	\$ 164,402,493
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30		
PE	Federal - HSIP		\$0	(\$18,000)	\$0	\$0	\$0	
	Federal - STP/STBG		\$0	\$299,836	\$0	\$0	\$0	
PE TOTAL			\$0	\$281,836	\$0	\$0	\$0	
RW	Federal - STP/STBG		\$0	\$1,323,173	\$0	\$0	\$0	
RW AC	Federal - AC Other		\$0	\$0	\$0	\$0	\$61,843	
CN	Federal - HSIP		\$0	\$281,886	\$0	\$0	\$0	
	Federal - STP/STBG		\$0	\$1,608,833	\$0	\$0	\$12,340,200	
CN TOTAL			\$0	\$1,890,719	\$0	\$0	\$12,340,200	
RW AC	Federal - AC Other		\$0	\$0	\$0	\$0	\$4,850,308	

GROUPING		Construction: Transportation Alternatives/Byway/Non-Traditional						
ROUTE/STREET							TOTAL COST	\$30,987,790
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30		
PE	Federal - CRP/F		\$0	\$236,244	\$0	\$0	\$0	
RW	Federal - CRP/F		\$0	\$106,413	\$0	\$0	\$0	
	Federal - HSIP		\$0	\$5,000	\$0	\$0	\$0	
	Federal - TAP/F		\$0	\$3,150	\$0	\$0	\$0	
RW TOTAL			\$0	\$114,563	\$0	\$0	\$0	
CN	Federal - CRP/F		\$0	\$384,280	\$0	\$0	\$0	
	Federal - HIP/F		\$0	\$596,434	\$0	\$0	\$0	
	Federal - HSIP		\$0	\$1,948,216	\$453,688	\$0	\$0	
	Federal STP/STBG		\$0	\$782,807	\$0	\$0	\$0	
	Federal - TAP/F		\$0	\$0	\$142,351	\$0	\$0	
CN TOTAL			\$0	\$3,711,737	\$596,039	\$0	\$0	



SAWMPO - Project Groupings

GROUPING		Maintenance: Preventative Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified				
ROUTE/STREET					TOTAL COST	\$ 52,672,785
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHS/HSIP	\$0	\$9,852,845	\$2,264,000	\$2,268,000	\$2,278,000
	Federal - STP/STBG	\$0	\$8,831,721	\$8,331,000	\$8,345,000	\$8,381,000
PE TOTAL		\$0	\$18,684,566	\$10,595,000	\$10,613,000	\$10,659,000
CN	Federal - STP/STBG	\$0	\$0	\$1,000,250	\$1,120,969	\$0

GROUPING		Maintenance: Preventative Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified				
ROUTE/STREET					TOTAL COST	\$ 20,222,498
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
PE	Federal - BR	\$0	\$361,498	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$739,000	\$741,000	\$742,000	\$746,000
	Federal - STP/STBG	\$0	\$4,207,000	\$4,218,000	\$4,225,000	\$4,243,000
PE TOTAL		\$0	\$5,307,498	\$4,959,000	\$4,967,000	\$4,989,000

GROUPING		Maintenance: Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified				
ROUTE/STREET					TOTAL COST	\$ 1,879,000
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
PE	Federal - STP/STBG	\$0	\$468,000	\$469,000	\$470,000	\$472,000



SAWMPO - Project by Grouping

Construction: Bridge Rehabilitation/Replacement/Reconstruction				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Miscellaneous	T19085	Staunton District-Wide	0000	0
BRIDGE REHABILITATION/REPLACEMENT				
Secondary	121190	Augusta County	MT. TORREY ROAD (0624)	\$20,600,988
#SGR23VB RTE. 624 BRIDGE AND APPROACHES OVER BACK CK (2029)				
FROM: 0.61 Mi. E. of Rte. 664 TO 1.71 Mi. W. of I-64 (0.2300 MI)				
Urban	123211	Waynesboro	U000	\$7,643,942
#SGR24LB HOPEMAN PKWY BRIDGE REPLACEMENT OVER CSX RR#22301				
FROM: Bridges and Approaches TO: Oved CSX Railroad (0.2500 MI)				
Construction: Bridge Rehabilitation/Replacement/Reconstruction Total				\$28,244,930

Construction: Safety/ITS/Operational Improvements				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Interstate	120397	Augusta County	0064	\$346,924
#I64CIP I-64 EB INSTALL HIGH-FRICTION SURFACE PAVEMENT				
FROM: NB I-81 Exit 221 TO: EB I-64 (1.0000 MI)				
Interstate	120400	Augusta County	0064	\$567,942
#I64CIP I-64 WB - EXIT 87 INSTALL HIGH-FRICTION SURFACE PAVEMENT				
FROM: I-64 WB TO: I-81 SB (0.70000 MI)				
Interstate	121648	Augusta County	0064	\$2,880,000
#ITTF23 INTERCHANGE LIGHTING AT EXIT 99				
FROM: Exit 99 TO: Exit 99 (0.20000 MI)				
Interstate	124205	Waynesboro	0064	\$2,503,179
#SMART24 I-64 EXIT 94 WESTBOUND OFF-RAMP IMPROVEMENTS				
FROM: Exit 94 TO: Interchange Improvements (0.1800 MI)				

SAWMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Interstate	116279	Augusta County	0081	\$11,770,947
		#I81CIP SB MM 221 TO 220, AUXILIARY LANE (ID#58)		
		FROM: 0.404 miles North of Rt. 635 TO: 0.266 miles South of Rt. 635 (0.6700 MI)		
Interstate	124294	Augusta County	0081	\$20,584,975
		#I81CIP ACCEL & DECEL LANE EXTENSIONS FOR THREE PROJECTS		
		FROM: MM 231.9 TO: MM 232.9 (1.0000 MI)		
Interstate	125726	Statewide	Various (0081)	\$1,000,000
		#ITTF25 STAUNTON & SALEM TOC RIBBON WALLS		
		FROM: VARIOUS TO: VARIOUS		
Interstate	116327	Staunton District-Wide	0081	\$1,390,125
		#I81CIP MAINTENANCE - NEW CMS & CAMERAS O&M FY20-27 STAUNTON		
		FROM: VARIOUS TO: VARIOUS		
Interstate	116329	Staunton District-Wide	0081	\$123,873
		#I81CIP MGMT FEE FOR NEW CMS & CAMERAS O&M FY20-27 STAUNTON		
		FROM: VARIOUS TO: VARIOUS		
Interstate	116331	Staunton District-Wide	0081	\$1,239,002
		#I81CIP O&M TOC FLOOR OPERATIONS STAUNTON		
		FROM: VARIOUS TO: VARIOUS		
Interstate	116384	Staunton District-Wide	0081	\$10,929,801
		#I81CIP O&M SSP FY21-27 STAUNTON		
		FROM: VARIOUS TO: VARIOUS		

SAWMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Interstate	119159	Staunton District-Wide #I81CIP TOWING SERVICES FY22-27 TRIP PROGRAM STAUNTON FROM: VARIOUS TO: VARIOUS	0081	\$3,147,324
Interstate	120153	Staunton District-Wide #I81CIP I-81 FIBER CONNECTIONS TO ITS DEVICES FROM: NC STATE LINE TO: WV STATE LINE	0081	\$210,000
Interstate	122782	Augusta County HIGH FRICTION SURFACE TREATMENT ON TWO INTERSTATE RAMPS FROM: VARIOUS TO: VARIOUS	9999	\$945,257
Interstate	111892	Statewide #ITTF - ATMS - PHASE 1, 2, 3, 4 FROM: VARIOUS TO: VARIOUS	9999	\$0
Interstate	115854	Statewide #ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD FROM: N/A TO: N/A	9999	\$0
Interstate	119199	Statewide #ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE FROM: VARIOUS TO: VARIOUS	9999	\$500,000
Interstate	119332	Statewide #ITTF23 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING FROM: VARIOUS TO: VARIOUS	9999	\$300,000



SAWMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Interstate	121564	Statewide	9999	\$0
		#ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY		
		FROM: VARIOUS TO: VARIOUS		
Interstate	121667	Statewide	9999	\$0
		#ITTF23 RM3P DEP DATA SERVICES		
		FROM: VARIOUS TO: VARIOUS		
Interstate	121670	Statewide	9999	\$500,000
		#ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY		
		FROM: VARIOUS TO: VARIOUS		
Interstate	122048	Statewide	9999	\$500,000
		#ITTF23 - RM3P SYSTEM MONITORING & ENHANCEMENTS		
		FROM: VARIOUS TO: VARIOUS		
Miscellaneous	T19081	Staunton District-Wide	0000	\$0
		CN: SAFETY/ITS/OPERATIONAL IMPROVEMENTS		
Miscellaneous	121643	Statewide	9999	\$1,000,000
		#ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT		
		FROM: VARIOUS TO: VARIOUS		
Miscellaneous	120765	Staunton District-Wide	9999	\$0
		SYSTEMIC ROAD DEPARTURE COUNTERMEASURES WITH RUMBLE STRIPS		
		FROM: VARIOUS TO: VARIOUS		



SAWMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Miscellaneous	126449	Staunton District-Wide	9999	\$0
SAFETY PRESCOPING - STAUNTON				
FROM: VARIOUS TO: VARIOUS				
Miscellaneous	126450	Staunton District-Wide	9999	\$0
SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD PROJECT - STAUNTON				
FROM: VARIOUS TO: VARIOUS				
Primary	119641	Augusta County	Lee Jackson Highway (0011)	\$3,740,937
#SMART22 - US 11 SOUTH OF STAUNTON STARS IMPROVEMENTS				
FROM: 0.34 Mi. South of Frontier Drive to 0.419 Mi. North of Frontier Drive (0.8500 MI)				
Primary	119656	Staunton	Greenville Avenue (0250)	\$3,937,057
#SMART 22 - GREENVILLE AVENUE (US 11) ROAD DIET				
FROM: 0.75 Mi. South of intersection of Richmond Ave. TO: 0.09 mi. South of intersection of Richmond Ave. (0.6600 MI.)				
Primary	119655	Augusta County	Sangers Lane (0250)	\$3,594,685
#SMART22 - BRITE PEDESTRIAN IMPROVEMENTS				
FROM: Sangers Lane Low Dewitt Blvd. TO: Dick Huff Lane (0.1700 MI)				
Primary	127216	Augusta County	Three Notched Mountain Hwy. (0250)	\$1,068,000
SIGNALIZED GREEN T AT INTERSECTION OF RTE. 250 & I-64 EXIT 99				
FROM: Intersection of Rte. 250 & I-64 Exit 99 ramp TO: Intersection of Rte. 250 and I-64 Exit 99 ramp				
Primary	119643	Waynesboro	West Main Street (0250)	\$10,064,346
#SMART 22 - US 250 (WEST MAIN STREET) CORRIDOR IMPROVEMENTS				
FROM: Waynesboro City Limits TO: Hopeman Parkway (1.2000 MI)				

SAWMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Primary	120641	Waynesboro	Broad Street (0250)	\$10,603,847
		ROUTE 250 BROAD STREET STREETScape		
		FROM: Rosser Ave. TO: East Main Street (1.3000 MI)		
Primary	119658	Augusta County	Hermitage Road (0254)	\$2,828,357
		#SMART22 - HERMITAGE RD. (RT. 254) INTERSECTION IMPROVEMENTS		
		FROM: Intersection Improvements at three locations (10.000 MI)		
Primary	123844	Augusta County	Hermitage Road (0254)	\$2,775,000
		RTE 254 - SHOULDER WIDENING, RUMBLE STRIPS, GUARDRAIL		
		FROM: New Hope Road TO: Briar Rose Lane (8.3200 MI)		
Primary	119660	Augusta County	Weyers Cave Road (0256)	\$8,429,405
		#SMART22 - WEYERS CAVE ROAD (RT. 256) TURN LANE		
		FROM: Intersection of I-81 NB Ramps TO: East Intersection of Triangle Drive (0.2200 MI)		
Primary	127914	Augusta County	Weyers Cave Road (0256)	\$19,384,059
		#SMART26 RTE 256 BRIDGE DECK WIDENING OVER I-81, EXIT 235		
		FROM: Intersection of Rte. 11 TO: Intersection of Triangle Drive (0.4000 MI)		
Primary	115738	Augusta County	0262	\$3,931,914
		RTE. 262 NORTH BOUND WIDENING SAFETY IMPROVEMENTS		
		FROM: Intersection of Rte. 613 TO: Intersection of Rte. 252 (1.1800 MI)		
Primary	123845	Augusta County	Stuarts Draft Hwy (0340)	\$1,482,000
		RTE 340 - SHOULDER WIDENING, RUMBLE STRIPS, GUARDRAIL		
		FROM: Edelweiss Lane TO: Indian Ridge Road (5.4500 MI)		



SAWMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Primary	119659	Waynesboro	Rosser Avenue (0340)	\$1,559,272
		#SMART22 - ROSSER AVENUE (ROUTE 340) CORRIDOR IMPROVEMENTS		
		FROM: Ladd Road TO: Tiffany Drive (1.4310 MI)		
Primary	111229	Augusta County	Woodrow Wilson Avenue (0358)	\$3,027,148
		#SMART18 - (ST) WILSON COMPLEX ROUNDABOUT		
		FROM: Roundabout TO: Intersection of Hornet and Vo. Tech Roads (0.1000 MI)		
Primary	115715	Augusta County	Woodrow Wilson Avenue (0358)	\$4,100,668
		#SMART20 WOODROW WILSON COMPLEX SHORT TERM ACCESS		
		FROM: Rte. 250 intersection TO: Rte. 877 intersection (0.5200 MI)		
Primary	118100	Augusta County	9999	\$3,839,539
		#I81CIP DETOUR IMPROVEMENTS - EXITS 220, 225, 227, AND 235		
		FROM: VARIOUS TO: VARIOUS		
Primary	127004	Statewide	9999	\$350,000
		#ITTF - STATEWIDE SIDEWALK AND CROSSWALK MANAGEMENT TOOL		
		FROM: VARIOUS TO: VARIOUS		
Primary	128354	Statewide	9999	\$0
		Modernizing Operations for VA's Evacuation Resilience (MOVER)		
Primary	112901	Staunton District-Wide	9999	\$923,006
		PROVIDE ADVANCED SIGNAL DETECTION		
		FROM: VARIOUS TO: STAUNTON DISTRICT-WIDE		

SAWMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Primary	123072	Staunton District-Wide	9999	\$1,019,355
		EXPANDED FLASHING YELLOW ARROW - STAUNTON DISTRICT		
		FROM: VARIOUS TO: VARIOUS		
Primary	124004	Waynesboro	U000	\$9,042,834
		#SMART24 ROUNDABOUT AT BROAD STREET, MAIN STREET, AND ROSSER AVE.		
		Roundabout at the intersection of Broad St., Main St., and Rosser Ave. (0.2500 MI)		
Secondary	111058	Augusta County	Mill Place Parkway (0901)	\$3,058,256
		#SMART18 - (ST) MILL PLACE PARKWAY IMPROVEMENTS		
		FROM: 0.114 Mi. S. Int. Rte. 612 TO: Int. Rte. 612 (0.1140 MI)		
Urban	122961	Staunton	9999	\$1,111,524
		VHSIP - HIGH VISIBILITY CROSSWALKS - STAUNTON CITY		
		Multiple Streets Citywide		
Urban	118706	Staunton	Crossing Way (U000)	\$0
		#SMART18 - (ST) STAUNTON CROSSING ST. EXTENSION (RW ONLY)		
		FROM: E. Int. Rte. 250 TO: Valley Center Drive (0.8500 MI)		
Urban	111051	Staunton	Richmond Avenue (U000)	\$2,076,590
		#SMART18 (ST) RICHMOND AVE ROAD DIET AND ROUNDABOUT		
		FROM: 0.09 mi. South of Intersection of Richmond Ave. TO: 0.08 mi. North of Richmond Ave. (0.1700 MI)		
Urban	56265	Staunton	Richmond Road (0250)	\$52,838
		RTE. 250 IMPROVEMENTS		
		FROM: Frontier Drive TO: Statler Boulevard (0.8000 MI)		

SAWMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Urban	111047	Staunton	Statler Boulevard (0250)	\$735,332
		RICHMOND AVE - STATLER BOULEVARD INTERSECTION		
		FROM: Intersection Statler Blvd. and Richmond Ave. TO: 0.05 miles East of intersection (0.0500 MI)		
Urban	122959	Waynesboro	9999	\$117,576
		VHSIP - FLASHING YELLOW LIGHTS - WAYNESBORO CITY		
		20 Locations Citywide		
Urban	115136	Waynesboro	Rosser Avenue (U000)	\$803,553
		#SMART20 13TH STREET AND ROSSER AVENUE ROUNDABOUT		
		Roundabout Intersection Improvements		
Urban	125481	Waynesboro	9999	\$306,046
		VHSIP UNSIGNALIZED INTERSECTION IMPROVEMENTS		
		FROM: VARIOUS TO: VARIOUS		
Construction: Safety/ITS/Operational Improvements Total				\$164,402,493

Construction: Transportation Alternatives/Byway/Non-Traditional				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Enhancement	125447	Waynesboro	4th Street (9999)	\$217,405
		4TH STREET PEDESTRIAN IMPROVEMENTS		
		FROM: 4th Street on W. Side of NSRR TO: 4th Street on E. side of NSRR (0.400 MI)		
Enhancement	109204	Staunton	EN16	\$354,557
		BESSIE WELLER ELEMENTARY SRTS		
		Bessie Weller Elementary School		

SAWMPO - Project by Grouping

Construction: Transportation Alternatives/Byway/Non-Traditional				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Enhancement	113687	Augusta County	EN18	\$1,682,116
VERONA PEDESTRIAN IMPROVEMENTS				
FROM: 0.02 M. North of Green Hills Drive TO: 0.01 M. North of W. Mill Place Parkway (1.1590 MI)				
Enhancement	118077	Waynesboro	South River Greenway (EN20)	\$1,767,714
SOUTH RIVER GREENWAY PHASE 4				
FROM: North Park TO: Basic Park (0.7000 MI)				
Enhancement	121209	Augusta County	EN22	\$837,989
VERONA PEDESTRIAN IMPROVEMENTS SEGMENT 2 ENHANCEMENT				
FROM: City of Staunton TO: Dick Huff Lane				
Miscellaneous	T19075	Staunton District-Wide	0000	\$0
CN: TRANSPORTATION ENHANCEMENTS/BYWAY/OTHER NON-TRADITIONAL				
Miscellaneous	126900	Augusta County	Tinkling Spring and Goose Creek Road (0608)	\$1,010,905
I-64-G EXIT 91 EV CHARGING STATION INSTALLATION				
FROM: Tinkling Spring Road & Goose Creek Road TO: Tinkling Spring Road & Goose Creek Road				
Miscellaneous	125669	Waynesboro	9999	\$950,000
ROCKFISH VALLEY GATEWAY TRAIN FLAP				
FROM: Sunset Park TO: Claudius Crozet Bridge Tunnel (1.0000 MI)				
Miscellaneous	111425	Waynesboro	South River Greenway Trail (EN17)	\$1,601,962
WAYNESBORO SOUTH RIVER GREENWAT TRAIL PHASE 3				
FROM: .0025 m. from 14th & South Magnolia TO: .00833 m. from 14th & South Wayne (0.6530 MI)				



SAWMPO - Project by Grouping

Construction: Transportation Alternatives/Byway/Non-Traditional (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Primary	119651	Staunton	Richmond Ave (0250)	\$3,904,990
#SMART22 - RICHMOND AVE AND CROSSING WAY SHARED USE PATH				
FROM: Frontier Dr. TO: Staunton Crossing (0.5200 MI)				
Primary	115133	Waynesboro	Main Street (U000)	\$7,506,343
#SMART20 EAST MAIN STREET				
FROM: Main Street Bridge TO: ECL Waynesboro (1.7000 MI)				
Urban	119657	Staunton	Commerce Road (0011)	\$5,772,030
#SMART22 - COMMERCE RD./LEWIS CREEK GREENWAY				
FROM: Greenville Ave. TO: Statler Blvd. (0.8200 MI)				
Urban	125479	Staunton	9999	\$1,073,010
VHSIP PEDESTRIAN INFRASTRUCTURE IMPROVEMENT				
FROM: VARIOUS TO: VARIOUS				
Urban	122960	Waynesboro	9999	\$825,420
VHSIP - PEDESTRIAN CROSSING PROJECTS - WAYNESBORO CITY				
15 Intersections Citywide				
Urban	125480	Waynesboro	9999	\$3,483,349
VHSIP PEDESTRIAN IMPROVEMENTS SET 1, 2 & CURVE DELIN				
FROM: VARIOUS TO: VARIOUS				
Construction: Transportation Alternatives/Byway/Non-Traditional Total				\$30,987,790



SAWMPO - Project by Grouping

Maintenance: Preventative Maintenance and System Preservation				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Miscellaneous	T14725	Staunton District-Wide	0000	\$52,672,785
STIP-MN Staunton: Preventative MN and System Preservation				
Maintenance: Preventative Maintenance and System Preservation Total				\$52,672,785

Maintenance: Preventative Maintenance for Bridges				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Miscellaneous	T14724	Staunton District-Wide	0000	\$20,222,498
STIP-MN Staunton: Preventative MN for Bridges				
Maintenance: Preventative Maintenance for Bridges				\$20,222,498

Maintenance: Traffic and Safety Operations				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Miscellaneous	T14723	Staunton District-Wide	0000	\$1,879,000
STIP-MN Staunton: Traffic and Safety Operations				
Maintenance: Traffic and Safety Operations Total				\$1,879,000

SAWMPO Total				\$298,409,496
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SAWMPO FY 2027-2030 TIP FINANCIAL PLAN - TRANSIT

Federal legislation 49 U.S.C 5303 requires Metropolitan Planning Organizations (MPOs) to develop a Transportation Improvement Program (TIP) covering a period of at least four years. The TIP must be developed in coordination with the state and public transit providers. Transit in the Harrisonburg-Rockingham region is funded through a combination of Federal, State, and local funding partners, which include local jurisdictions, social service agencies, and private partners.

This document may be amended and administratively modified as needed. The tables below represent the most current SAWMPO TIP approved by the Department of Rail and Public Transportation (DRPT) and the Federal Transit Administration (FTA). For older versions of the TIP, please refer to the TIP Archive on the SAWMPO website here: <https://www.sawmpo.org/short-range-planning/>

STAUNTON AUGUSTA WAYNESBORO METROPOLITAN PLANNING ORGANIZATION

TIP FINANCIAL PLAN - TRANSIT

SAWMPO	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030		Total	FY 2027-2030
FTA 5307	-	1,262	1,308	1,192	1,290	FTA 5307		5,052
FTA 5310	-	95	102	111	119	FTA 5310		427
FTA 5311	-	1,080	1,125	1,129	1,165	FTA 5310		4,499
State	-	889	960	904	966	State		3,719
Local	-	495	511	515	532	Local		2,053
Revenues		127	139	153	168	Revenues		587
Year Total:	-	3,948	4,145	4,004	4,240	Total Funds:		16,337

Dollar values are represented in thousands (e.g. 100 = \$100,000)



Project ID/STIP ID: BRI0001								Title: Capital Cost of Contracting							
Location: Staunton								Recipient: BRITE Transit							
Project Category: Transit - Other															
Description: Capital Cost of Contracting for BRITE Transit service (urban and rural) in Staunton, Augusta, and Waynesboro, and Afton Express service to Charlottesville.															
Federal Fiscal Year		Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030		Total	FY 2027-2030						
FTA 5307			601	613	625	638	FTA 5307		2,477						
FTA 5310		-	-	-	-	-	FTA 5310		-						
FTA 5311			556	567	578	590	FTA 5311		2,291						
State			209	213	218	222	State		862						
Local			52	53	54	55	Local		214						
Revenues		-	-	-	-	-	Revenues		-						
Year Total:		-	1,418	1,446	1,475	1,505	Total Funds:		5,844						
Modifications and Amendments:															

Dollar values are represented in thousands (e.g. 100 = \$100,000)



Project ID/STIP ID: DRPT1008 Title: Acquisition of Accessible Vehicles							
Location: Staunton Recipient: Department of Rail and Public Transportation							
Project Category: Transit - Vehicles							
Description: Acquisition of Accessible Vehicles to be used in the provision of transportation for enhanced mobility of seniors and people with disabilities.							
Federal Fiscal Year	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030		Total FY 2027-2030
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5310		68	74	82	90	FTA 5310	314
FTA 5311	-	-	-	-	-	FTA 5311	-
State	-	-	-	-	-	State	-
Local		17	19	20	23	Local	79
Revenues	-	-	-	-	-	Revenues	-
Year Total:	-	85	93	102	113	Total Funds:	393
Modifications and Amendments:							

Dollar values are represented in thousands (e.g. 100 = \$100,000)

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

BRITE Transit	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030		Total	FY 2027-2030
FTA 5307	-	1,262	1,308	1,192	1,290	FTA 5307		5,052
FTA 5311	-	1,080	1,125	1,129	1,165	FTA 5311		4,499
State	-	867	938	881	942	State		3,628
Local	-	473	487	489	503	Local		1,952
Revenues	-	127	139	153	168	Revenues		587
Year Total:	-	3,809	3,997	3,844	4,068	Total Funds:		15,718

Department of Rail and Public Transportation	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030		Total	FY 2027-2030
FTA 5310	-	68	74	82	90	FTA 5310		314
State	-	-	-	-	-	State		-
Local	-	17	19	20	23	Local		79
Year Total:	-	85	93	102	113	Total Funds:		393

Valley Program for Aging Services (VPAS)	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030		Total	FY 2027-2030
FTA 5310	-	27	28	29	29	FTA 5310		113
State	-	22	22	23	24	State		91
Local	-	5	5	6	6	Local		22
Year Total:	-	54	55	58	59	Total Funds:		226

Dollar values are represented in thousands (e.g. 100 = \$100,000)