

Harrisonburg-Rockingham Metropolitan Planning Organization Policy Board Meeting Agenda February 19, 2026, 3:00 p.m.

Meeting conducted virtually via MS Teams

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Meeting ID: 232 554 524 495 8

Passcode: 4oj9kb32

- 1. Call to Order**
- 2. Approval of Minutes of the January 22, 2026, Policy Board Meeting***
- 3. Public Comment**
- 4. Approval of Travel Demand Model 2050 Projections (Board Action Form #26-05)***
- 5. Letter of Support for DRPT Technical Assistance Grant (Board Action Form #26-06)***
- 6. Presentation: Central Shenandoah Bike-Walk Summit – Kyle Lawrence, Executive Director, Shenandoah Valley Bicycle Coalition**
- 7. 2026 Meeting Content Poll and Discussion**
- 8. Agency Updates**
 - VDOT
 - DRPT
 - HDPT
 - Localities
- 9. Other Business**
- 10. Upcoming Meetings**
 - March 5, 2026 – Technical Advisory Committee Meeting at 2:00 p.m.
 - March 19, 2026 – Policy Board Meeting at 3:00 p.m.
- 11. Adjournment**

* Action Required

Harrisonburg-Rockingham Metropolitan Planning Organization Policy Board Minutes

January 22, 2026, 3:00 p.m.

**Rockingham County Administration Center
20 East Gay Street, Harrisonburg, Virginia 22802**

	Voting Members	Alternates		Staff
	City of Harrisonburg	✓ Dylan Nicely, Rockingham	✓*	Ann Cundy
✓	Laura Dent, Vice Chair	Rachel Salatin, Rockingham	✓	Paula Melester
✓	Dany Fleming	Cheryl Spain, Harrisonburg	✓*	Garrett Bartholomew
✓	Gerald Gatobu	Alex Wilmer, Bridgewater	✓	Zach Beard
	Nasser Alsaadun	Robert Taylor, Mt. Crawford		
	Ande Banks	Libby Clark, Mt. Crawford		
		Gary Corder, Dayton		Others
	Rockingham County	Jeff Lineberry, VDOT	✓	Kim Sandum, Shen Valley Alliance
	Sallie Wolfe-Garrison	Adam Campbell, VDOT		
	Casey Armstrong	✓ Don Komara, VDOT		
	Town of Bridgewater	✓ Jeremy Mason, VDOT		
	Jay Litten			
	Town of Dayton	Non-Voting Members		
✓	Brian Borne	Rusty Harrington, Aviation		
	Town of Mt. Crawford	Grace Stankus, DRPT		
✓	Dennis Driver	Bill Yates, JMU		
	VDOT	✓* Valerie Kramer, JMU		
✓	Joel DeNunzio	✓* Shane McCabe		

*Indicates virtual attendance

Call to Order

The January 22, 2026, Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) Policy Board meeting was called to order at 3:00 p.m. by Vice Chair Laura Dent .

Ms. Paula Melester welcomed two new members to the Policy Board. The Town of Mount Crawford appointed Dennis Driver to the HRMPO Board after Neal Dillard's resignation as mayor of Mount Crawford in December 2025. Mr. Joel DeNunzio introduced himself as the new VDOT Staunton District Engineer and appointed Policy Board voting member.

Approval of Minutes

Vice Chair Dent presented the minutes from the December 18, 2025, Policy Board meeting.

Mr. Dylan Nicely asked on behalf of Ms. Sallie Wolfe-Garrison to clarify the timing of the October Policy Board meeting. Mr. Beard clarified that the meeting will be held on the fourth Thursday of the month instead of the third Thursday.

A motion to approve the minutes was made by Mr. Dany Fleming; seconded by Mr. Nicely. The motion carried unanimously.

Public Comment

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

Special Election of Chair Officer Position (Board Action Form #26-01)

Ms. Melester explained that following Neal Dillard's resignation as Chair, a vacancy exists for the Chair position. Mr. Driver offered to fill the remainder of Mr. Dillard's term with no opposition from Vice Chair Dent. A formal Policy Board vote is required to elect the Chair for the rest of the term.

A motion to elect Dennis Driver as Chair of the HRMPO Policy Board was made by Mr. Fleming; seconded by Mr. Nicely. The motion carried unanimously.

After the Policy Board vote, Mr. Driver assumed the HRMPO Chair position and chaired the remainder of the meeting. Chair Driver thanked the Policy Board and provided a brief overview of his previous experience on the HRMPO Policy Board and as mayor of Mount Crawford.

2026 Virtual Meeting Policy Approval (Board Action Form #26-02)

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

2024 FOIA Changes

FOIA allows the Policy Board and TAC to have two all virtual meetings per year. In the case of hybrid meetings, members with disabilities and/or caregiver responsibilities that prevent them from participating in person may participate remotely and still count toward a quorum. During any meeting whether hybrid or fully remote, remote participants may participate virtually and retain full voting rights even if their attendance does not count toward a quorum.

Policy Implementation

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

A motion to approve the virtual meeting policy was made by Ms. Dent; seconded by Mr. Fleming. The motion carried unanimously.

Bylaws Amendment Approval (Board Action Form #26-03)

Mr. Beard presented the bylaws amendments for Board approval. Staff has been conducting an internal review process of foundational HRMPO documents to improve administrative clarity and reduce administrative burden. During the December 18, 2025, Policy Board meeting, HRMPO staff presented 19 proposed bylaws changes categorized into four areas: terminology standardization, alternate member provisions, membership and representation, and procedural and governance updates.

Review Process

The Board reviewed the changes at the December 17, 2025, meeting. Per existing bylaws, Board members then had 25 days to review the changes and provide comments. There were 19 distinct changes grouped into four general categories. Policy Board members did not submit any further comments during the 25-day period.

A motion to approve the HRMPO Bylaws Amendment was made by Mr. Fleming; seconded by Mr. Nicely. The motion carried unanimously.

Public Participation Plan (PPP) Update Release for Public Comment (Board Action Form #26-04)

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

Public Comment Periods

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

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

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

Other Timeline Changes

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

General staff response times for comments or questions received from the public for plans and general information requests about HRMPO activity were changed. Previously, the PPP identified specific numbers of days in which staff would respond to each request. The proposed PPP does not identify a specific number of days, and specifying exact timeframes places staff in an unnecessarily burdensome position of being non-compliant with the MPO's own PPP. Staff removed those specific dates and noted that responses would be made in a timely and responsive fashion.

Publication Requirements

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

Ms. Paula Melester affirmed that the HRMPO is committed to making MPO documents and processes accessible, and the revisions were intended to make MPO documents more readable for the general public and allow the MPO more flexibility when disseminating information. Ms. Melester noted that eliminating the newspaper publication requirement would enable the HRMPO to save funding that could support regional studies and planning efforts. Staff will continue publishing major documents and public meeting notices in newspapers as needed and at the discretion of the Policy Board.

Ms. Kim Sandum commented that she hopes the MPO will consider publishing two documents in newspapers: the Long Range Transportation Plan (LRTP), which is updated every five years, and the Unified Planning Work Program (UPWP), which is updated annually. Ms. Sandum noted that most residents are unaware of the MPO exists would not search for the MPO website, and newspaper publication would raise public awareness. Staff acknowledged Ms. Sandum's comments and encouraged Ms. Sandum to provide written comments during the draft PPP 45-day public comment period.

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

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

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

IIJA Overview and New Bill

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

Congress must pass new authorization before September 30, 2026. The House and Senate transportation committees will develop proposals over the coming months. Key policy debates will include funding levels, new program priorities, formula vs. competitive grant balance, state flexibility vs. federal requirements, climate and resilience provisions, and how to address the Highway Trust Fund shortfall.

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

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

VAMPO Overview

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

VAMPO coordinates on issues including federal transportation reauthorization positions, state transportation funding and policy, performance-based planning implementation, and emerging

mobility and technology issues. Recent VAMPO advocacy priorities include maintaining strong federal funding for MPOs, supporting flexibility in transportation investments, advancing safety and Vision Zero goals, and promoting multimodal planning. VAMPO partners with the National Association of Metropolitan Planning Organizations (AMPO), a representative and lobbying organization at the federal level. AMPO has staff dedicated to tracking federal reauthorization, while VAMPO operates with volunteer staff from member MPOs. There are approximately 300 MPOs nationwide.

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

Board Discussion

Board members asked about potential changes to MPO designation thresholds and population requirements. Mr. Brebner noted that during the last Census, the Census Bureau changed how urban area populations are calculated, which significantly affected Hampton Roads and the Kingsport, Tennessee MPO. VAMPO and VDOT worked to address impacts on these organizations. He has not heard discussions about changing the 50,000 population threshold for MPO designation in the current reauthorization. He noted that MPO status provides important protections - it is not simply a population count, as there are official procedures that prevent state or federal agencies from unilaterally removing MPO designation and funding.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Adam Campbell provided the following updates:

- I-81 Corridor Improvement Plan: The Commonwealth Transportation Board (CTB) approved the 2025 I-81 Corridor Improvement Plan update at their January meeting.
 - Changes from the staff recommended scenario affected projects in the northern district (Shenandoah County, Frederick County, Rockbridge County, and southern Augusta County), but nothing changed in the HRMPO region from what was presented during the October public meetings.
 - Prioritized projects in the HRMPO region include a southbound acceleration lane extension at Exit 251 on the north side of Harrisonburg and a widening project for both northbound and southbound lanes to connect the currently under-construction Weyers Cave truck climbing lanes with the upcoming Harrisonburg widening project. After this set of projects is complete, there will be three lanes from south of Weyers Cave to north of Harrisonburg.
- Route 42 Project Pipeline Study: The study examines safety and operational improvements along Route 42 in the City of Harrisonburg from Gay Street to the northern city limits. The study is in the final phase. A second round of public input on improvement alternatives was completed. The study team has selected preferred alternatives to advance and is currently developing final engineering cost estimates and conceptual plans to support the City's applications in the upcoming Smart Scale round.

- Vine Street STARS Study: The study covers Vine Street from Market Street to US 11 Main Street in the City of Harrisonburg. Following the second round of public input, the study team selected preferred alternatives to advance and is currently developing final engineering cost estimates and conceptual plans to support Smart Scale applications in the upcoming round.
- Smart Scale Round 7: The pre-application window opens March 2 and closes April 1. Applicants must submit pre-applications to be eligible for final applications later in summer 2026. The updated technical guide is available on the Smart Scale website.
 - The Office of Intermodal Planning and Investment (OIPI) sent notification of virtual pre-application training scheduled for February 24, with registration available on the Smart Scale website. Staff is working with the applicant community to formulate and finalize applications for this round.
 - Staff has met initially with Harrisonburg and will have another meeting to finalize the City's application pool. Staff is conducting outreach to all applicants, including working with both MPOs to identify opportunities where MPOs can apply for statewide funding rather than competing only for district grant funds.

Mr. Don Komara provided the following updates:

- I-81 Staunton widening project: The project is approximately 60% complete and progressing very well. The contractor is doing excellent work and appears close to opening third lanes in both directions.
- I-81 Weyers Cave widening project: The project is approximately 35% complete with substantial earthwork in progress. Crews are excavating around large rock formations and moving significant amounts of dirt. Several bridges are being widened. The project is advancing well despite winter conditions.
- I-81 Harrisonburg widening project: The project was advertised and bids were opened in December. Five bids were received, all very competitive. Triton Construction Company submitted the low bid at \$218 million. Branch Highways bid \$228 million, and A&J Construction (a local contractor) bid approximately \$249 million.
 - The project includes nine bridges, including replacement of the Pleasant Valley Road bridge with a roundabout at the Walker's and Pleasant Valley School entrances connecting back to Route 11.
 - The contract is for six years. Construction is expected to begin at the southern end around Pleasant Valley with the bridge work, then move north before returning to the middle section. Construction may also begin at the Route 33 end since equipment and personnel from the Route 33 bridge project are already in proximity.
 - Survey work will begin in spring, followed by outside shoulder widening to shift traffic before placing median barriers and beginning bridge work. Significant construction activity is anticipated by January 2027.
- Route 33 East Market Street bridge project: The project remains on schedule for fall 2026 completion. Triton Construction is working on both this project and the I-81 Harrisonburg widening, and they are on schedule and on budget for all active projects.

- Route 11 four-lane fairgrounds project: Letters have been sent to property owners with whom agreements could not be reached after approximately six years of negotiations. The project is targeting March 2026 advertisement.
- Route 11 sidewalk project: A new sidewalk will be installed on the west side of Route 11 (Mount Clinton Pike) from the cemetery north to the mobile home park between where Mount Clinton Pike intersects with Mason Street and Vine Street. This is an important safety project given the number of pedestrians. The project will be advertised in spring 2026 with construction anticipated for summer 2026.
- Winter weather preparation: A significant winter storm is forecast for the weekend. VDOT has pre-treated primary and secondary routes starting today with liquid brine treatment.

Department of Rail and Public Transportation (DRPT)

Mr. Beard provided one update on behalf of Ms. Grace Stankus:

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

Harrisonburg Department of Public Transportation (HDPT)

Mr. Gerald Gatobu provided the following updates:

- Budget and grants: HDPT is in budget season and has submitted the budget. Staff is also working on grant applications for capital and operating funds with a February 1 deadline. Staff may return to reconcile items and ensure alignment with the five-year plan.
- Intelligent Transportation System (ITS): HDPT selected Avail as the vendor for the new ITS after receiving demonstrations from three finalists. HDPT previously worked with Avail before taking a break from their services. A key advantage is that Avail's system integrates with the BioVision traffic signal priority system in the City. Transit vehicles will be able to integrate with the city's traffic signal system.

Locality Updates

Harrisonburg

Mr. Fleming provided the following update:

- The University extension and rerouting project across Port Republic Road is progressing well.

Rockingham County

Mr. Dylan Nicely provided the following update:

- There is a public hearing for a previously funded Smart Scale project at Cross Keys Road and Route 33 and the R-Cut at Rockingham Park at the Keezletown Ruritan Park on February 3.

Town of Bridgewater

The Town provided no updates.

Town of Dayton

The Town provided no updates.

The Town of Mount Crawford

Chair Driver provided the following update:

- The Town has applied for a grant to address sidewalk and streetscape improvements at the north end of Mount Crawford. The project would provide sidewalk connections and pedestrian infrastructure to tie new townhome developments to the town park. The grant was applied for this year with anticipated award notification next year.

Other Business

There was no other business.

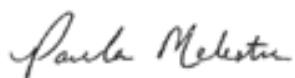
Upcoming Meetings

Chair Driver noted that the next TAC meeting is scheduled for February 6, 2026, at 2:00 p.m., and the next Policy Board meeting is February 19, 2026, at 3:00 p.m. Both meetings will be all-virtual via Teams.

Adjournment

There being no further business, the meeting adjourned at 4:27 p.m.

Respectfully,



Paula Melester, Director of Transportation

—*—



TO: Harrisonburg-Rockingham MPO Policy Board
FROM: Garrett Bartholomew, Transportation Planner
MEETING DATE: February 19, 2026
RE: **Board Action Form #26-05: Approval of Travel Demand Model 2050
Transportation Analysis Zone Demographic Projections**

RECOMMENDATION

Staff recommends that the Policy Board approve the 2050 TAZ demographics.

EXECUTIVE SUMMARY

In September 2024, the VDOT Transportation Mobility and Planning Division (TMPD) requested the HRMPO update the Long Range Transportation Plan (LRTP) Travel Demand Model (TDM) base year from 2015 to 2022. The Policy Board approved the 2022 base year demographics in November 2024 and the TAZ-level 2022 base year demographic distributions in August 2025. HRMPO staff then coordinated with the City of Harrisonburg and Rockingham County to review the TAZ-level 2050 demographic projections in January 2026.

The TAZ 2050 coordination identified necessary corrections to population growth rates, employment sector distributions, approved development assumptions, K-12 enrollment locations, and university-related data. The HRMPO TAC reviewed the 2050 TAZ data and recommended that the Policy Board conditionally approve the 2050 TAZ demographic projections pending incorporation of all locality feedback at the February 5, 2026, TAC meeting. Since that time, the modeling team has been incorporating locality feedback and is finalizing the 2050 TDM 2050 TAZ demographic updates, with final data expected prior to the Policy Board meeting.

BACKGROUND

The Policy Board approved the HRMPO 2045 LRTP in May 2023 and utilized a TDM to estimate future traffic generation over a 25-year period. The TDM incorporates base year population and employment data to project future year traffic generation. The HRMPO used a 2015 base year for the 2045 LRTP model due to COVID-related issues impacting the release and accuracy of 2020 US Census data.

The current TDM update process began in Fall 2024 and is expected to conclude in April 2026. The updated model expands from 263 TAZs to 349 TAZs, reflecting growth and development changes throughout the region. The model distributes demographics across 65 categories, with priority focused on total population, households, total employment and employment by sector, educational enrollment and parking, and zero-vehicle households.

LOCALITY COORDINATION

HRMPO staff met with the City of Harrisonburg and Rockingham County staff and coordinated with all Towns to review the 2050 TAZ-level demographic projections. Both localities provided detailed feedback identifying corrections needed to align the model with local knowledge of development patterns, approved projects, and growth expectations. The attached [HRMPO TAZ 2050 projections corrections tracker spreadsheet](#) documents all requested changes by TAZ. A summary of the main changes for population, employment, and education-based TAZ projections is below.

Population-Based Adjustments

Rockingham County staff indicated the projected 0.73% annual growth rate for the County's portion of the MPO area is lower than observed historical trends of 1% or higher. The modeling team has adjusted to assume asymmetric growth within Rockingham County, with the MPO portion growing at 1.25% annually. Additionally, several approved residential developments in the City and Rockingham County were not captured or were undercounted in the projections. The model also showed zero-vehicle households growing faster in the County than in the City, which both localities indicated should be reversed to reflect actual land use patterns and transportation investments.

Employment-Based Adjustments

Both localities indicated previous retail employment projections are too high region-wide given e-commerce trends. Growth in the model will be redistributed to manufacturing, warehousing, and food service sectors.

Education-Based Adjustments

Several K-12 enrollment assignments were previously located in incorrect TAZs and will be corrected. University parking data also contained errors that will be addressed, and EMU and Bridgewater College enrollment growth rates were also reduced to reflect different market conditions than JMU.

NEXT STEPS

The VDOT modeling team has received and incorporated all locality corrections and will finalize and send the updated demographic totals reflecting the requested changes prior to the Policy Board meeting. Pending Policy Board approval, the modeling team will integrate the TAZ demographics into the TDM and proceed with model calibration and validation, with anticipated completion in April 2026.

REFERENCE

- [HRMPO TAZ Draft 2050 Demographic Map](#)
- [HRMPO TAZ Locality Requested Revisions](#)





TO: Harrisonburg-Rockingham MPO Policy Board
FROM: Paula Melester, Director of Transportation
MEETING DATE: February 19, 2026
RE: **Board Action Form #26-06: Approval of Letter of Support for FY27 DRPT Technical Assistance Grant**

RECOMMENDATION

Staff recommend that the Policy Board approve the Letter of Support for the DRPT Technical Assistance grant application.

EXECUTIVE SUMMARY

The Central Shenandoah Planning District Commission (CSPDC), on behalf of the Harrisonburg Rockingham Metropolitan Planning Organization, is seeking funding through DRPT's Technical Assistance grant program to develop a transit service plan for a targeted portion of Rockingham County. This project follows a 2024 Transit Feasibility Study conducted by DRPT and Rockingham County that explored potential public transportation options within the jurisdiction.

The proposed service area includes four of the five HRMPO member jurisdictions: Rockingham County and the Towns of Bridgewater, Dayton, and Mount Crawford. The resulting service plan would identify potential funding mechanisms, governance structures, updated cost projections, and opportunities to connect to existing regional transit services.

DRPT's Technical Assistance program provides 50% of project costs, requiring a 50% match from non-state funding sources. The CSPDC seeks to use \$23,000 from HRMPO's FY27 Section 5303 Transit Planning funds to match the state grant. The project will be included in HRMPO's Fiscal Year 2027 Unified Planning Work Program.

Item	Amount
DRPT Technical Assistance Grant (50%)	\$25,000
HRMPO Section 5303 Transit Planning Funds (46%)	\$23,000
CSPDC Local Funds (4%)	\$2,000
Total:	\$50,000

NEXT STEPS

Staff requests that the Policy Board approve the attached Letter of Support, which acknowledges the project and confirms HRMPO's agreement to commit FY27 Section 5303 Transit Planning funds as match for the DRPT Technical Assistance grant application.

ATTACHMENT

- [Letter of Support](#)

February 19, 2025

Ms. Mariia Zimmerman, Director
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Dear Ms. Zimmerman:

The Harrisonburg Rockingham Metropolitan Planning Organization (HRMPO) supports the Central Shenandoah Planning District Commission's (CSPDC) application for DRPT Technical Assistance grant funding to develop a transit service plan for potential service in a targeted portion of Rockingham County.

Metropolitan Planning Organizations (MPOs) are federally tasked with coordinating regional transportation and transit planning to ensure that services are developed cooperatively across jurisdictional boundaries. The proposed service area includes four of the five HRMPO member jurisdictions – Rockingham County, and the Towns of Bridgewater, Dayton, and Mount Crawford.

The project will be included in HRMPO's Fiscal Year 2027 Unified Planning Work Program and will build upon a previously completed Transit Feasibility Study conducted by DRPT and Rockingham County. The resulting service plan will identify potential funding mechanisms and governance structures, and provide updated cost projections. It will also identify opportunities to connect to existing transit service within the region.

If awarded, HRMPO agrees to commit \$23,000 in FY27 Section 5303 Transit Planning funds to match DRPT Technical Assistance grant funding. This funding commitment is part of our regional partnership to support effective transit planning in the HRMPO region.

Sincerely,

Dennis Driver
HRMPO Board Chair