



Harrisonburg-Rockingham Metropolitan Planning Organization
Transportation Improvement Program (TIP)
Fiscal Year 2027 – 2030 (DRAFT)

City of Harrisonburg | Rockingham County | Town of Bridgewater | Town of Dayton | Town of Mount Crawford



Harrisonburg-Rockingham
Metropolitan Planning Organization
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hrvampo.org

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Plan Documentation and Contact

Title

Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) Fiscal Year (FY) 2027-2030
Transportation Improvement Program (TIP)

Date

April 9, 2026

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Contact Information

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

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

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

Title VI Manager and Additional Assistance

Submit any Title VI inquiries or comments to the HRMPO 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 HRMPO 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 HRMPO. For more information, or to obtain a Title VI Complaint Form, view the [HRMPO PPP and Title VI Plans](#), or call the CSPDC office at 540-885-5174.

Self-Certification

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

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Resolution

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

Appendix A: Highway Financial Plan

Appendix B: Transit Financial Plan

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1. Introduction

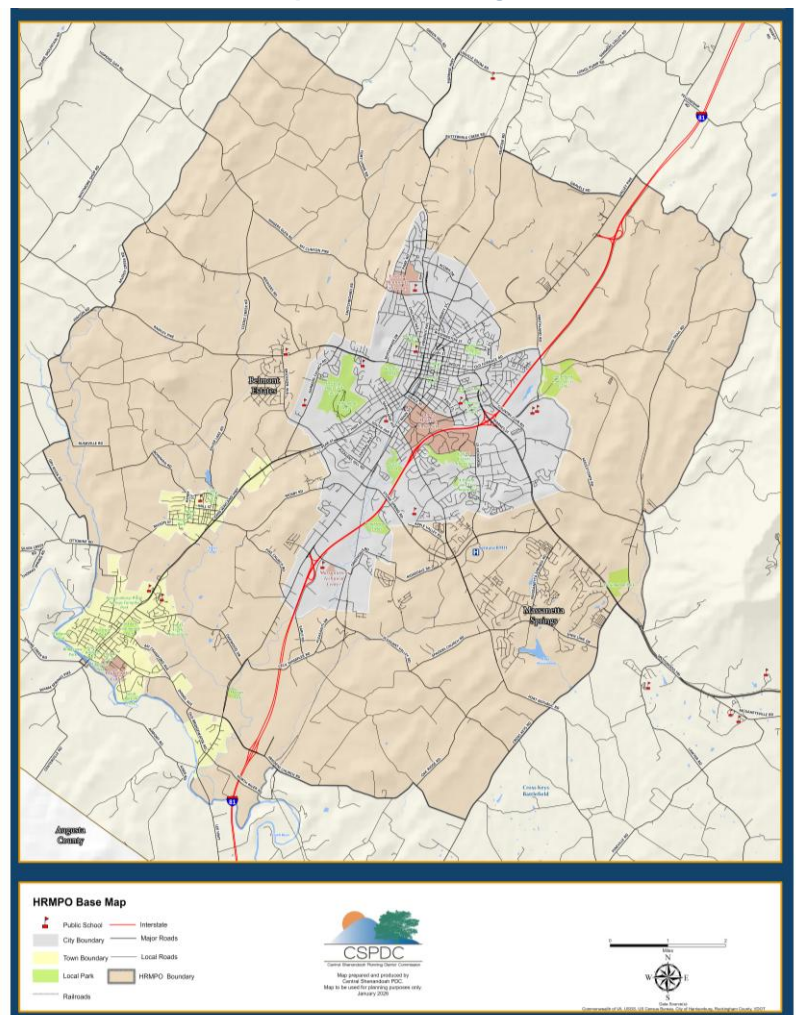
The FY 2027-2030 Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) Transportation Improvement Program (TIP) documents the federally funded transportation projects scheduled for implementation in the City of Harrisonburg, Rockingham County, and the towns of Bridgewater, Dayton, and Mount Crawford 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 HRMPO, 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 HDPT, 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 HRMPO'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.

HRMPO 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. HRMPO Region



The 2000 U.S Census designated the Harrisonburg-Rockingham region as an urbanized area and the HRMPO was established in 2003. The HRMPO is the federally designated agency responsible for leading regional transportation planning efforts for City of Harrisonburg, Rockingham County, and the towns of Bridgewater, Dayton, and Mount Crawford (see **Map 1**).

The HRMPO 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 HRMPO consists of a Policy Board and a Technical Advisory Committee (TAC). The Policy Board consists of elected or appointed officials from the City of Harrisonburg, Rockingham County, the Towns of Bridgewater, Dayton, and Mount Crawford, and VDOT and directs and approves transportation planning in the metropolitan area. The Policy Board receives recommendations and technical assistance from the TAC, which consists of staff from HRMPO member localities, the Harrisonburg Department of Public Transportation (HDPT), and state and federal agencies.

The Central Shenandoah Planning District Commission (CSPDC) administers and staffs the HRMPO. Staff, in conjunction with the HRMPO 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 TAC meetings, and any other sub-committee meetings. Staff also administers the public involvement and Title VI processes. Staff members participate in all HRMPO meetings, provide expertise, and administer the transportation planning program.

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 HRMPO TIP is developed with MPO member agencies and localities, the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), HDPT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The HRMPO 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 HRMPO 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 HRMPO Long Range Transportation Plan (LRTP). The HRMPO 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 HRMPO LRTP Goals

Goal	Description
Goal 1 – Safety and Accessibility	Maintain and enhance the safety and accessibility of the existing transportation system to provide a high quality of service for all modes and all users of the HRMPO region.
Goal 2 – Economic Development	Support and improve the economic vitality of the region by encouraging a transportation system that provides access to jobs, education, and attracts businesses and entrepreneurs to the region. Ensure connectivity of the transportation system across modes for the transport of both people and goods.

Goal 3 – Environment	Improve quality of life by protecting and enhancing historic and natural resources, promoting energy conservation, maintaining air quality, and expanding regional recreation networks.
Goal 4 – Land Use Coordination	Encourage the coordination of land use and transportation planning for transportation improvements to support future growth.
Goal 5 – Congestion Mitigation	Maintain existing transportation systems and facilities and promote efficient system management.

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.

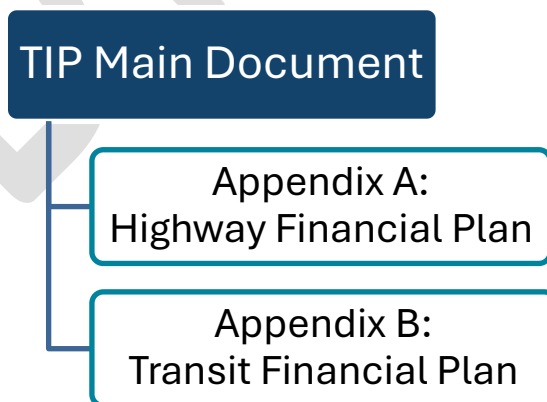
Document Structure and Update Process

Overview

The FY 27-30 HRMPO 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 HRMPO 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 HDPT to maintain consistency between the TIP and the STIP. The HRMPO [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 HRMPO 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 Rockingham County Administration Building at 20 E. Gay Street, Harrisonburg, VA 22802. Visit www.HRMPO.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 HRMPO 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 HRMPO.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 HRMPO.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 HRMPO Region

Category	Total Investment
Interstate Projects (I-81/I-64 Improvements)	\$319.5M
Safety, ITS, & Operational Improvements	\$129.7M
Transportation Alternatives / Pedestrian & Multimodal	\$25.1M
Bridge Rehabilitation & Replacement	\$65.2M
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 HRMPO.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 HRMPO.org under the [Short Range Planning](#) tab. DRPT and HDPT 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: HDPT and DRPT)

Funding Type	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027-2030
FTA 5307	-	\$5,515	\$9,402	\$9,183	\$5,632	\$29,732
FTA 5310	-	\$153	\$168	\$184	\$203	\$708
State	-	\$1,995	\$2,805	\$2,791	\$2,087	\$9,678
Local	-	\$318	\$487	\$477	\$299	\$1,581
Revenues	-	\$2,504	\$2,611	\$2,687	\$2,692	\$10,494
Year Total:	-	\$10,485	\$15,473	\$15,322	\$10,913	\$52,193

Notes: Dollar values are represented in thousands (e.g. 100 = \$100,000). Numbers subject to change with new amendments or administrative modifications. The most recent transit funding totals by category are available in the FY27-30 TIP Appendix B: Transit Financial Plan on HRMPO.org under the Short Range Planning tab.

Highway and Transit Project Lists

The Appendix A: Highway Financial Plan on HRMPO.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.

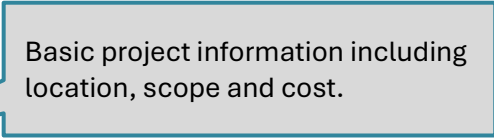
A grouped entry identifies the project type and general area and lists the total programmed amount by fiscal year and funding source, without naming each individual project location. Individual projects within a group may be adjusted without a formal TIP amendment, provided the total programmed amount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

How to Read a Project

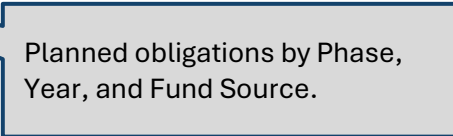
The TIP funding tables summarize by year and by funding source for the revenue amounts estimated and committed. The tables include expenditures and estimated revenues expected for each funding source and show that the program is financially constrained by year. The financial summary tables are based 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	110397	SCOPE				
SYSTEM	Primary	JURISDICTION	Rockingham County	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 RT 11 S Valley Pk Rdwy Improve GARVEE DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION						
ROUTE/STREET	0011	TOTAL COST	\$8,274,002			
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$727,513	\$685,393	\$625,389
	Federal - STP/STBG	\$0	\$455,558	\$0	\$0	\$0
PE TOTAL		\$0	\$455,558	\$727,513	\$685,393	\$625,389
PE AC	Federal - AC	\$0	\$5,478,093	\$0	\$0	\$0



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 (Harrisonburg, Rockingham County, Bridgewater, Dayton, or Mount Crawford).
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:	DRPT1004	Title:	Acquisition of Accessible Vehicles				
Location:	Harrisonburg	Recipient:	Department of Rail and Public Transportation				
Project Category:	Transit - Vehicles						
Description:							
Federal Fiscal Year	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030	Total	FY 2027-2030
FTA 5307		-	-	-	-	FTA 5307	-
FTA 5310		153	168	184	203	FTA 5310	708
FTA 5311		-	-	-	-	FTA 5311	-
State		38	42	46	51	State	177
Local		-	-	-	-	Local	-
Revenues		-	-	-	-	Revenues	-
Year Total:	-	191	210	230	254	Total Funds:	885
Modifications and Amendments:							

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 HRMPO 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. HRMPO 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

HRMPO concurs with VDOT's targets for System Performance, Safety, and Asset Management. HDPT 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 HRMPO'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 HRMPO 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). MPOs in Virginia also set their own safety targets to assist with meeting the statewide targets.

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

HRMPO Safety Targets

The HRMPO began setting MPO-specific 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 7 fatalities in 2021, which for the first time since 2018 exceeded the annual safety target. In 2022, the region recorded 11 fatalities, substantially exceeding the annual safety target of 4. In 2023, the MPO recorded 8 fatalities, which exceeded the target of 4. However, in 2024, the HRMPO recorded 5 fatalities, falling below the annual target of 6 for the first time since 2020. In 2025, according to unofficial data from January 1 to October 30, 2025, the region has already recorded 6 fatalities, which is near the target of 7.

Serious injuries have consistently exceeded MPO targets from 2021 through 2024. In 2021, the region recorded 50 serious injuries against a target of 41. This pattern continued with 58 serious injuries in 2022 (target: 37), 55 in 2023 (target: 38), and 66 in 2024 (target: 47). In 2025, unofficial data through October 30, 2025, shows 43 serious injuries, which is currently below the 2025 target of 51.

Historically, non-motorized fatalities and serious injuries have remained at or below targets throughout the five-year period. The region recorded zero non-motorized fatalities in 2021, 2022, and 2024. In 2023, there were 2 fatal non-motorized incidents out of 6 total non-motorized crashes.

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	4	7	4	11	4	8	6	5*	7	6**	8
Fatality rate per 100 million VMT	1.05	1.05	0.59	1.43	0.63	1.13	.93	NA	1.013	NA	1.061
Serious Injuries	41	50	37	58	38	55	47	66*	51	43**	55

Rate Serious Injury Per 100 Million VMT	6.18	10.50	6.121	7.53	5.58	7.75	7.17	NA	7.232	NA	7.583
Non-motorized Fatalities and Serious	6	5	6	6	6	6	6	4*	6	4**	7

**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 HRMPO 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 HRMPO 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 HRMPO programs federal transportation funds for HDPT. HDPT 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 HRMPO programs federal transportation funds for HDPT. HDPT 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

APPENDIX A: HRMPO 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 HRMPO 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 HRMPO 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 HRMPO 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 HRMPO website here: <https://www.hrvampo.org/short-range-planning/>

HRMPO - Interstate Projects

UPC NO	116280	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	Harrisonburg	OVERSIGHT	FO	
PROJECT	#181CIP NB & SB MM 242 TO 248, 3-LANE WIDENING (ID #62)			ADMIN BY	VDOT	
DESCRIPTION	FROM: MM 242.0 TO: 248.8 (6.8600 MI)					
ROUTE/STREET	0081			TOTAL COST	\$319,512,630	
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
	\$0	\$0	\$0	\$0	\$0	

HRMPO - Urban Projects

UPC NO	16445	SCOPE	Safety			
SYSTEM	Urban	JURISDICTION	Bridgewater	OVERSIGHT	NFO	
PROJECT	RTE 42 - MAIN STREET - INTERSECTION IMPROVEMENTS			ADMIN BY	VDOT	
DESCRIPTION	AT MOUNT CRAWFORD AVENUE (0.1500 KM)					
ROUTE/STREET	MAIN STREET (0042)			TOTAL COST	\$1,987,526	
FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
	\$0	\$0	\$0	\$0	\$0	



HRMPO - Primary Projects

UPC NO	110397	SCOPE				
SYSTEM	Primary	JURISDICTION	Rockingham County	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 RT 11 S Valley Pk Rdwy Improve GARVEE DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION						
ROUTE/STREET	0011			TOTAL COST	\$8,274,002	
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONV.	\$0	\$0	\$727,513	\$685,393	\$625,389
	Federal - STP/STBG	\$0	\$455,558	\$0	\$0	\$0
PE TOTAL		\$0	\$455,558	\$727,513	\$685,393	\$625,389
PE AC	Federal - AC	\$0	\$5,478,093	\$0	\$0	\$0

UPC NO	108810	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Primary	JURISDICTION	Rockingham County	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 RT 11 S Valley Pk Rdwy Improvements			ADMIN BY	VDOT	
DESCRIPTION	FROM: INT. ROUTE 704 TO: 0.005 MI NORTH INT. ROUTE 701 (1.2850 MI)					
ROUTE/STREET	SOUTH VALLEY PIKE (0011)			TOTAL COST	\$25,692,911	
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
RW	Federal - AC CONV.	\$0	\$0	\$475,094	\$0	\$0
CN	Federal - AC CONV.	\$0	\$0	\$1,189,982	\$1,262,291	\$1,322,630



FY 2027-2030 TIP FINANCIAL PLAN - HIGHWAY

HRMPO - Project Groupings

GROUPING	Construction: Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET					TOTAL COST	\$ 65,173,400
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

GROUPING	Construction: Safety/ITS/Operational Improvements					
ROUTE/STREET					TOTAL COST	\$ 129,655,441
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
PE	Federal - CRP/F	\$0	(\$258,702)	\$0	\$0	\$0
	Federal - STP/STBG	\$0	(\$17,798)	\$0	\$0	\$0
PE TOTAL		\$0	(\$276,500)	\$0	\$0	\$0
RW	Federal - HSIP	\$0	\$25,461	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$865,979	\$0	\$0	\$0
RW TOTAL		\$0	\$865,979	\$0	\$0	\$0
CN	Federal - CRP/F	\$0	\$976,121	\$0	\$0	\$0
	Federal - HSIP	\$0	\$453,928	\$93,692	\$0	\$0
	Federal - NHS/NHPP	\$0	\$2,558,276	\$0	\$0	\$0
	Federal STP/STBG	\$0	\$643,634	\$1,136,640	\$0	\$0
CN TOTAL		\$0	\$4,631,959	\$1,230,332	\$0	\$0

GROUPING	Construction: Safety/ITS/Operational Improvements					
ROUTE/STREET					TOTAL COST	\$ 25,095,659
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
PE	Federal - CRP/F	\$0	\$109,102	\$0	\$0	\$0
	Federal - HSIP	\$0	\$0	\$239,000	\$0	\$0
PE TOTAL		\$0	\$109,102	\$239,000	\$0	\$0
RW	Federal - CRP/F	\$0	\$210,982	\$0	\$0	\$0
	Federal - HSIP	\$0	\$192,937	\$0	\$35,000	\$0
RW TOTAL		\$0	\$403,919	\$0	\$35,000	\$0
CN	Federal - CRP/F	\$0	\$229,179	\$0	\$0	\$0
	Federal - HSIP	\$0	\$0	\$449,349	\$0	\$564,000
	Federal STP/STBG	\$0	\$986,025	\$0	\$0	\$0
	Federal - TAP/F	\$0	\$427,661	\$0	\$0	\$0
CN TOTAL		\$0	\$1,642,865	\$449,349	\$0	\$564,000

GROUPING	Maintenance: Preventative Maintenance and System Preservation					
PROGRAM NOTE	Funding to be obligated districtwide as projects are identified				TOTAL COST	\$ 52,672,785
ROUTE/STREET						
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHS/NHPP	\$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



HRMPO - Project Groupings

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



HRMPO - Project by Grouping

Construction: Bridge Rehabilitation/Replacement/Reconstruction				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Miscellaneous	T19030	Staunton District-Wide	0000	\$0
BRIDGE REHABILITATION/REPLACEMENT				
Primary	115718	Harrisonburg	Market Street (0033)	\$7,599,658
#SMART20 US 33 (MARKET STREET) AND I-81 IMPROVEMENTS				
FROM: 0.346 Mi. West of Interstate 81 TO: 0.277 Mi. East of Interstate 81 (0.6220 MI)				
Primary	100781	Rockingham County	0033	\$17,198,430
#SGR17VB - RT. 33 Repl Bridges over NSRR (Fed 20446 & 20447)				
FROM: 0.192 Mi. West of Interstate 81 TO: 0.192 Mi. East of Interstate 81 (0.3080 MI)				
Primary	104177	Rockingham County	East market Street (0033)	\$13,722,612
#SGR18VB - RT. 33 OVER I-81 EXIT 247 IMPR EBL; STR No. 20443				
FROM: 0.192 Mi. West of Interstate 81 TO: 0.381 Mi. East of Interstate 81 (0.5730 MI)				
Primary	113487	Rockingham County	East Market Street (0033)	\$12,032,214
#SGR19VB - RT 33 OVER I-81 EXIT 247 IMPR WBL (STR 20441)				
FROM: 0.192 Mi. West of Interstate 81 TO: 0.381 Mi. East of Interstate 81 (0.5730 MI)				
Secondary	13285	Rockingham County	0682	\$6,233,374
#SGR17VB - RT 682 Bridge and Approaches over Pleasant Run				
FROM: 0.241 Miles West of Route 867 TO: 0.156 Miles East of Route 867 (0.5730 MI)				
Secondary	97112	Rockingham County	Smithland Road (0720)	\$8,387,112
#SGR17VB - BR Replacement (Fed 20408 Smithland Road / I-81)				
FROM: 0.055 Miles South of I-81 TO: 0.052 Miles North of I-81 (0.500 MI)				
Construction: Bridge Rehabilitation/Replacement/Reconstruction Total				\$65,173,400



HRMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Interstate	111230	Harrisonburg	0081	\$7,489,060
		#SMART18 - (ST) I-81 EXIT 247 INTERCHANGE IMPROVEMENTS		
		FROM: 0.147 Mi. South of Interstate 81 TO 0.008 Mi. South of Interstate 81 (0.1390 MI)		
Interstate	116329	Staunton District-Wide	0081	\$123,873
		#I81CIP MGMT 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		
Interstate	119159	Staunton District-Wide	0081	\$3,147,324
		#I81CIP TOWING SERVICES FY22-27 TRIP PROGRAM STAUNTON		
		FROM: VARIOUS TO: VARIOUS		
Interstate	122904	Staunton District-Wide	0081	\$0
		#ITTF Connected Work Zones		
		FROM: VARIOUS TO: VARIOUS		
Interstate	115854	Statewide	9999	\$0
		#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD		
		FROM: N/A TO: N/A		



HRMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Interstate	119199	Statewide	9999	\$500,000
		#ITTF 22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE		
		FROM: VARIOUS TO: VARIOUS		
Interstate	119332	Statewide	9999	\$300,000
		#ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING		
		FROM: VARIOUS TO: VARIOUS		
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	T19027	Staunton District--Wide	0000	\$0
		CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		



HRMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
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		
Primary	119645	Harrisonburg	South Main Street (0011)	\$2,533,621
		#SMART22 - SOUTH MAIN SAFETY IMPROVEMENTS		
		FROM: Mosby Rd. TO: Erickson Ave (0.3020 MI)		
Primary	119647	Harrisonburg	Lee Jackson Highway (0011)	\$9,620,000
		#SMART22 - S. MAIN & I-81 EXIT 243 INTERCHANGE IMPROVEMENTS		
		FROM: 0.145 Mi. S. of Covenant Dr. TO: 0.113 Mi. N. of Covenant Dr. (0.2440 MI)		
Primary	124006	Harrisonburg	South Main Street (0011)	\$11,437,000
		#SMART24 SOUTH MAIN ST. CORRIDOR SAFETY-SOUTHERN SECTION		
		FROM: 0.013 MI S of Pleasant Valley Rd. TO: 0.003 MI S of Boxwood Ct. (0.7590 MI)		
Primary	124203	Harrisonburg	South Main Street (0011)	\$6,616,926
		#SMART24 SOUTH MAIN ST. CORRIDOR SAFETY-NORTHERN SECTION		
		FROM: 0.049 MI N of Pleasant Valley Rd. TO: 0.045 MI S of Mosby Rd (1.0340 MI)		
Primary	127496	Harrisonburg	Liberty Street (0011)	\$0
		RAISE GRANT DOWNTOWN HARRISONBURG STREETScape		
		FROM Int of North Main St TO: Int of Grattan St. (0.8300 MI)		



HRMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Primary	111053	Rockingham County	South Valley Pike (0011)	\$4,688,028
#SMART18 - (ST) RTE 11 & 704 INTERSECTION REALIGNMENT				
FROM: Int. Route 11 NBL TO: 0.247 Mi. E. Int Route 11 NBL (0.2470 MI)				
Primary	115719	Rockingham County	Spotswood Trail (0033)	\$880,877
#SMART20 US 33 & ROUTE 620 TURN LANES				
FROM: 0.08 Mi. W. of Indian Trail Rd. TO: 0.07 Mi. N. of Route 33 (0.1500 MI)				
Primary	124204	Rockingham County	Spotswood Trail (0033)	\$12,637,735
#SMART24 US 33 & ROCKINGHAM PARK WAY AND 276/610 R-CUTS				
FROM: 0.25 Miles West of Int of Rte 276 TO: 0.25 Miles East of Int of Rte 276 (0.5000 MI)				
Primary	119652	Harrisonburg	Port Republic Road (0253)	\$4,457,204
#SMART22 - PORT REPUBLIC ROAD CORRIDOR IMPROVEMENTS				
FROM: Int. of Hunters Rd. and Port Republic Rd. TO: Int of Devon Ln & Port Republic Rd (02180 MI)				
Primary	119662	Harrisonburg	Port Republic Road (0253)	\$2,895,063
#SMART22 - PORT REPUBLIC ROAD TURN LANE AND SIDEWALK				
FROM: Int of Crawford Ave & Port Republic Rd TO: Int of Hillside Dr & Port Republic Rd (0.1550 MI)				
Primary	116864	Rockingham County	Cross Keys Road (0276)	\$4,453,565
ROUTE 276 LEFT TURN LANES @ ROUTE 253				
FROM: South Intersection of Rte. 253 TO: North Intersection of Route 253 (0.2000 MI)				
Primary	127004	Statewide	9999	\$350,000
#ITTF25 STATEWIDE SIDEWALK AND CROSSWALK MANAGEMENT TOOL				
FROM: VARIOUS TO: VARIOUS				



HRMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Primary	128354	Statewide	9999	\$0
		Modernizing Oper. For VA's Evacuation Resilience (MOVER)		
Public Transportation	119648	Rockingham County	Friedens Church Road (0257)	\$2,433,045
		#SMART22 - MOUNT CRAWFORD PARK AND RIDE LOT IMPROVEMENTS		
		FROM: Park and Ride Lot TO: Park and Ride Lot (0.000 MI)		
Secondary	111052	Rockingham County	Friedens Church Road (0682)	\$1,828,554
		#SMART18 - (ST) RTE 682 FRIEDENS CHURCH ROAD INTERSECTION		
		FROM: 0.09 Mi. W. Int. Rte. 988 TO: 0.08 Mi. E. Int. Rte. 988 (0.1700 MI)		
Secondary	119653	Rockingham County	Smithland Road (0720)	\$3,934,811
		#SMART22 - SMITHLAND ROAD SHOULDER WIDENING		
		FROM: Int. Route 11 TO: 0.411 MI S. Route 11 (0.4110 MI)		
Urban	122967	Bridgewater	9999	\$104,665
		VHSIP - PEDESTRIAN CROSSWALK MAIN ST. - TOWN OF BRIDGEWATER		
		FROM: Route 42 TO: Near Generations Park (0.1500 MI)		
Urban	125448	Bridgewater	9999	\$78,332
		VHSIP PEDESTRIAN SAFETY IMPROVEMENTS RRFB AT 2 CROSSWALKS		
		FROM: VARIOUS TO: VARIOUS		
Urban	128243	Bridgewater	9999	\$100,688
		VHSIP - 2025 B-Safe TOWN OF BRIDGEWATER		
		FROM: VARIOUS TO: VARIOUS		



HRMPO - Project by Grouping

Construction: Safety/ITS/Operational Improvements (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Urban	115139	Harrisonburg	Evelyn Byrd Ave (U000)	\$6,441,778
		#SMART20 University Blvd/Evelyn Bird Ave Road Diet & Sidewalk		
		FROM: Reservoir Street TO: E. Market Street (0.6990 MI)		
Urban	122958	Harrisonburg	Gay Street (9999)	\$568,904
		VHSIP - GAY STREET RECONFIGURATION - HARRISONBURG CITY		
		FROM: North Liberty Street TO: Broad Street (0.1500 MI)		
Urban	127917	Harrisonburg	Mt. Clinton Pike (4121)	\$12,347,319
		#SMART26 MT. CLINTON PIKE CORRIDOR PROJECT		
		FROM: Int. of Rte. 42 TO: Int. of Rte. 11 (1.2000 MI)		
Urban	127915	Harrisonburg	Port Republic Road (0253)	\$10,507,440
		#SMART26 PORT REPUBLIC RD/FOREST HILL RD INT. IMPROVEMENTS		
		FROM: 0.05 Miles W. of Forrest Hill Dr. TO: 0.12 Miles E. of Forrest Hills Dr. (0.1700 MI)		
Miscellaneous	126123	Staunton District-Wide	9999	\$705,535
		ON-CALL RUMBLE STRIPS		
		FROM: STAUNTON DISTRICT WIDE TO: VARIOUS		
Urban	124014	Harrisonburg	U000	\$4,305,291
		#SMART24 MODIFIED RCUT AT PEAR ST. AND ERICKSON AVE.		
		FROM: Modified RCUT at Int. of Pear St. TO: Erickson Ave. (0.2500 MI)		
Construction: Safety/ITS/Operational Improvements Total				\$129,655,441



HRMPO - Project by Grouping

Construction: Transportation Alternatives/Byway/Non-Traditional				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Enhancement	121206	Harrisonburg	EN22	\$476,200
NORTHEND GREENWAY BROOKSIDE PHASE TAP				
FROM: Int. of Jefferson Street TO: Int. of Roberts Court (0.1980 MI)				
Enhancement	121207	Harrisonburg	Country Club Road (EN22)	\$543,017
COUNTRY CLUB RD. SIDEWALK - SRTS ENHANCEMENTS				
FROM: Spotswood Homes Trailer Park TO: Linda Lane (0.1890 MI)				
Miscellaneous	T19019	Staunton District-Wide	0000	\$0
CN: TRANSPORTATION NHANCEMENT/BYWAY/OTHER NON-TRADITIONAL				
Miscellaneous	126145	Harrisonburg	South Main Street (0011)	\$996,520
I-81-D EXIT 243 EV CHARGING STATION INSTALLATION				
FROM: South Main Street TO: South Main Street				
Primary	119661	Harrisonburg	Main Street (0011)	\$3,114,773
#SMART22 - N. MAIN STREET SIDEWALK				
FROM: Holly Hill Dr. TO: Vine Street (0.3730 MI)				
Primary	124008	Harrisonburg	North Valley Pike (0011)	\$4,360,859
#SMART24 N. MAIN STREET SIDEWALK AND BIKE LANES				
FROM: Charles Street TO: Mt. Clinton Pike (0.4260 MI)				
Primary	115132	Rockingham County	North Valley Pike (0011)	\$4,210,706
#SMART20 US 11 N SIDEWALK				
FROM: Int. of Mt. Clinton Pike TO: Jewell Street (1.0500 MI)				



HRMPO - Project by Grouping

Construction: Transportation Alternatives/Byway/Non-Traditional (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Enhancement	125449	Bridgewater	Various (9999)	\$734,575
		GEN OAK CONNECTOR PHASE II		
		FROM: Oakdale Park TO: Parkside Drive		
Enhancement	125450	Harrisonburg	Various (9999)	\$687,380
		SRTS SIDEWALKS AT MULTIPLE SCHOOLS		
		FROM: Int. West Gay St. & Chicago Ave. TO: 0.08 MI W. Int. West Gay St. & Chicago Ave. (0.0800 MI)		
Enhancement	125679	Harrisonburg	Various (9999)	\$0
		HARRISONBURG SRTS COORDINATOR		
		FROM: VARIOUS TO: VARIOUS		
Enhancement	116859	Bridgewater	EN20	\$271,085
		RIVERWALK PHASE 2		
		FROM: Sidewalk along TO: West Bank Street (0.1800 MI)		
Enhancement	116860	Harrisonburg	Federal Street (EN20)	\$387,600
		FEDERAL STREET PATH, BLOCK 2		
		FROM: Int. of E. Water St & Federal St. TO: Int. of Federal St. & E. Market St. (0.2500 MI)		
Enhancement	121208	Bridgewater	EN22	\$604,143
		RIVERWALK PHASE III ENHANCEMENTS		
		FROM: Riverwalk TO: Trail System (0.2500 MI)		
Urban	124013	Harrisonburg	Reservoir Street (U0000)	\$6,520,138
		#SMART24 RESERVOIR STREET SIDEWALK		
		FROM: Harrisonburg Crossing Shopping Center TO: Dutch Mill Court (1.0000 MI)		
Urban	125478	Harrisonburg	Various (9999)	\$1,230,663
		VHSIP PEDESTRIAN CROSSINGS - HARRISONBURG		
		FROM: VARIOUS TO: VARIOUS		



HRMPO - Project by Grouping

Construction: Transportation Alternatives/Byway/Non-Traditional (Cont.)				
System	UPC	Jurisdiction/Name/Description	Street/Route	Estimate
Urban	128244	Harrisonburg	Various (9999)	\$958,000
VHSIP - SAFE ROUTES TO SCHOOL RRFBS - HARRISONBURG CITY				
FROM: VARIOUS TO: VARIOUS				
Construction: Transportation Alternatives/Byway/Non-Traditional Total				\$25,095,659

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 Total				\$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

HRMPO TOTAL				\$294,698,783
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APPENDIX B: HRMPO 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 HRMPO 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 HRMPO website here: <https://www.hrvampo.org/short-range-planning/>

HARRISONBURG ROCKINGHAM METROPOLITAN PLANNING ORGANIZATION

TIP FINANCIAL PLAN - TRANSIT

HRMPO	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030		Total	FY 2027-2030
FTA 5307	-	5,515	9,402	9,183	5,632	FTA 5307		29,732
FTA 5310	-	153	168	184	203	FTA 5310		708
State	-	1,995	2,805	2,791	2,087	State		9,678
Local	-	318	487	477	299	Local		1,581
Revenues	-	2,504	2,611	2,687	2,692	Revenues		10,494
Year Total:	-	10,485	15,473	15,322	10,913	Total Funds:		52,193

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



Project ID/STIP ID: HAR0001								Title: Operating Assistance	
Location: Harrisonburg				Recipient: Harrisonburg Department of Public Transportation (HDPT)					
Project Category: Transit - Operating									
Description: Operating assistance for urban transit in the City of Harrisonburg									
Federal Fiscal Year	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030		Total	FY 2027-2030	
FTA 5307		4,551	4,842	4,983	4,992	FTA 5307		19,368	
FTA 5310		-	-	-	-	FTA 5310		-	
FTA 5311		-	-	-	-	FTA 5311		-	
State		1,764	1,851	1,905	1,908	State		7,428	
Local		270	259	267	267	Local		1,063	
Revenues		2,504	2,611	2,687	2,692	Revenues		10,494	
Year Total:	-	9,089	9,563	9,842	9,859	Total Funds:		38,353	
Modifications and Amendments:									

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



Project ID/STIP ID: HAR1002								Title: Revenue Vehicles - Replacement							
Location: Harrisonburg								Recipient: Harrisonburg Department of Public Transportation (HDPT)							
Project Category: Transit - Vehicles															
Description: Replacement of Rolling stock. As vehicles reach their end of useful life, Harrisonburg will seek to replace them with similar vehicles. This includes replacing bus <30 ft. and bus 35 ft.															
Federal Fiscal Year		Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030		Total	FY 2027-2030						
FTA 5307			860	4,480	2,800	320	FTA 5307		8,460						
FTA 5310			-	-	-	-	FTA 5310		-						
FTA 5311							FTA 5311		-						
State			172	896	560	64	State		1,692						
Local			43	224	140	16	Local		423						
Revenues							Revenues		-						
Year Total:			1,075	5,600	3,500	400	Total Funds:		10,575						
Modifications and Amendments:															

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



Project ID/STIP ID: DRPT1004 Title: Acquisition of Accessible Vehicles								
Location: Harrisonburg 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		153	168	184	203	FTA 5310		708
FTA 5311		-	-	-	-	FTA 5311		-
State		38	42	46	51	State		177
Local		-	-	-	-	Local		-
Revenues		-	-	-	-	Revenues		-
Year Total:	-	191	210	230	254	Total Funds:		885
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**

Harrisonburg Department of Public Transportation	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030		Total	FY 2027-2030
FTA 5307	-	5,515	9,402	9,183	5,632	FTA 5307		29,732
State	-	1,957	2,763	2,745	2,036	State		9,501
Local	-	318	487	477	299	Local		1,581
Revenues	-	2,504	2,611	2,687	2,692	Revenues		10,494
Year Total:	-	10,294	15,263	15,092	10,659	Total Funds:		51,308

Department of Rail and Public Transportation	Previous Funding	FY 2027	FY 2028	FY 2029	FY 2030		Total	FY 2027-2030
FTA 5310	-	153	168	184	203	FTA 5310		708
State	-	38	42	46	51	State		177
Local	-	-	-	-	-	Local		-
Year Total:	-	191	210	230	254	Total Funds:		885

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