Harrisonburg Rockingham Metropolitan Planning Organization

112 MacTanly Place, Staunton, VA 24401
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Harrisonburg-Rockingham Metropolitan Planning Organization
Technical Advisory Committee Meeting Agenda
November 5, 2026, 2:00 p.m.

Rockingham County Administration Center
20 East Gay Street, Harrisonburg, VA 22802

1. Call to Order
2. Approval of Minutes of the August 6, 2026, Meeting*
3. Public Comment
4. 2027 Safety Targets (TAC Action Form #26-05)*
5. FY24–27 TIP Amendment - Transit Asset Management Performance Targets (TAC Memo #26-05
6. 2027 Meeting Schedule (TAC Memo #26-06)
7. Agency Updates
    a. VDOT
    b. DRPT
    c. HDPT
    d. Localities
8. Other Business
9. Upcoming Meetings
    a. November 19, 2026 – Policy Board Meeting, 3:00 p.m., Rockingham County Administration Center
    b. December 3, 2026 – TAC Meeting, 2:00 p.m., Rockingham County Administration Center
10. Adjourn

* Action needed

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Harrisonburg-Rockingham Metropolitan Planning Organization Technical Advisory Committee (TAC) Minutes August 6, 2026, 2:00 p.m.

Meeting conducted at Rockingham County Administration Center at 20 E Gay St, Harrisonburg, VA 22802 and virtually via Teams

	City of Harrisonburg		**VDOT**		**Staff**
✓	Tom Hartman, Chair	✓	Adam Campbell	✓	Paula Melester
✓*	Kyle Lawrence		Don Komara	✓	Garreth Bartholomew
✓	Thanh Dang	✓	Burgess Lindsey	✓	Zach Beard
✓	Gerald Gatobu		Shane McCabe	✓*	Kayla Dixon
✓	Jakob zumFelde		**DPRT**		**Others**
	James Polhamus	✓*	Grace Stankus	✓	Jonathan Dean, City of Harrisonburg
	Rockingham County				
	Rachel Salatin		**Non-Voting Members**		
✓	Dylan Nicely, Vice Chair		Bill Yates, JMU		
✓	Julia Cottrell		Stephen Smiley, DOAV		
	Town of Bridgewater	✓	Valerie Kramer, JMU		
✓	Alex Wilmer		Lora Grady, FTA		
	Town of Dayton				
✓	Gary Corder				
	Town of Mt. Crawford				
	Libby Clark				

***Virtual attendance**

Call to Order

Chair Tom Hartman called the August 6, 2026, meeting of the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) Technical Advisory Committee (TAC) to order at 2:00 p.m.

Minutes

Chair Hartman presented the minutes from the April 2, 2026, TAC meeting. Staff noted two corrections to the attendance record: Mr. Thanh Dang was incorrectly marked as present, and Mr. James Polhamus was incorrectly marked as absent.

Mr. Dylan Nicely motioned to approve the minutes as amended, seconded by Mr. Jakob zumFelde. Motion carried unanimously.

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Public Comment

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

HRMPO FY24-27 Transportation Improvement Program (TIP) Amendments

Mr. Zach Beard updated the TAC on the Transportation Improvement Program (TIP) schedule and upcoming amendments. The FY27-30 TIP was scheduled to take effect October 1, 2026. FHWA will not approve the updated Statewide TIP until four Virginia MPOs bring their long-range plan project lists into compliance. Under VDOT's revised timeline, the FY27-30 TIP will now take effect in April 2027, and HRMPO will operate under the FY24-27 TIP until then.

Mr. Beard described two upcoming amendments to the FY24-27 TIP. The first adds the total cost and the preliminary engineering and right-of-way costs for Harrisonburg's Liberty Street project. FHWA considers the project regionally significant because it reconfigures a major downtown corridor with bike lanes and a shared-use path. The second amendment updates the grouping for transportation alternatives, byways, and non-traditional projects, whose cost exceeded the amendment threshold, likely because of recent Transportation Alternatives and revenue sharing projects. Mr. Beard noted that groupings reduce paperwork but make individual projects less visible.

Staff will also process two HDPT amendments. Staff will email the TAC a description of each amendment, and a seven-day public comment period will follow on the HRMPO website.

Stone Spring Road Small Area Study Scope of Work Review (TAC Memo #26-03)

Mr. Beard presented the draft Scope of Work for the FY27 Stone Spring Road and Ridgedale Road Small Area Study in Rockingham County. Staff will work with Rockingham County, the City of Harrisonburg, and VDOT to develop a Transportation Master Plan for the area. The plan will address future development along Stone Spring Road and Ridgedale Road, a possible Peach Grove Avenue extension, and impacts on City streets, particularly Ramblewood Road.

Mr. Beard explained that development in the County's Stone Spring Urban Development Area (UDA) is outpacing transportation planning. The County's 2024 UDA Plan sets a land use vision but does not define a road network, so the County reviews rezonings one at a time without a framework to reference. Ridgedale Road cannot handle current traffic, and no one has formally studied the Peach Grove Avenue extension. The study will coordinate with the City's 2025 Erickson Avenue Area Study, and the County intends to use the Master Plan to update its UDA Plan.

The study will run from September 2026 to spring 2027 and include three study group meetings. Staff will analyze existing conditions and two 2050 buildout scenarios, then develop at least two alternatives. Public engagement will include an online survey in early 2027 and outreach to property owners affected by proposed alignments. Mr. Beard asked members to submit any comments within two weeks. Staff will present the final scope at the August 20, 2026, Policy Board meeting and then solicit proposals from CSPDC's on-call consultants.

Rockingham County Transit Feasibility Study Update (TAC Memo #26-04)

Ms. Paula Melester presented an overview of the Transit Service Plan Technical Assistance project. The project builds on Rockingham County's 2024 transit feasibility study, which found that on-demand microtransit could work in the County's densest areas, including the Bridgewater, Dayton, and Mt. Crawford area.

The HRMPO has contracted with Whitman, Requardt & Associates (WRA) to develop a service plan for the Bridgewater, Dayton, and Mt. Crawford area first. The plan will define vehicles, hours, operating model, potential operators, and short- and long-term costs. Because the plan builds on the earlier study, it will not include additional public engagement.

Staff intend to deliver the plan to the Board of Supervisors and other member jurisdictions before DRPT's next grant cycle closes in February. That timing gives interested localities time to apply for demonstration funding. A working group of locality, transit agency, and state representatives will meet three times, and staff will update the TAC at the midpoint and before the final draft goes to the Policy Board.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Adam Campbell provided the following updates:

- The Staunton District received 28 applications with a total funding request of $342 million, comparable to the prior round's 27 applications totaling approximately $360 million.
- VDOT will work with applicants over the next one to two months on estimate and application validation before scoring begins. The draft funding recommendation from the Office of Intermodal Planning and Investment (OIPI) is anticipated in January 2027.

Mr. Burgess Lindsey reported no updates.

Department of Rail and Public Transportation (DRPT)

Ms. Grace Stankus provided an update:

- DRPT is finalizing the Group Transit Asset Management (TAM) Plan, which is on track for adoption on October 1, 2026. Once the plan is approved, MPOs will have 180 days to incorporate the performance target language into their TIPs. DRPT will provide boilerplate language.

City of Harrisonburg Department of Public Transportation (HDPT)

Mr. Gerald Gatobu provided the following updates:

- HDPT is preparing for the fall semester. Harrisonburg City Public Schools (HCPS) open on August 19 and JMU opens on August 26, 2026. Back-to-school driver meetings will be held over the next two weeks.
- HDPT is installing a new transit Intelligent Transportation System (ITS), with the goal of full deployment by the start of the semester. The system includes a new rider-facing app,

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MyStop, which HDPT will market heavily to distinguish it from the previous app. Installation went well, and staff are now working through the software, reporting functions, and training.

- HDPT continues to recruit and hire staff.

Locality Updates

Town of Dayton

Mr. Gary Corder provided the following update:

- The Town is updating its Comprehensive Plan, with adoption anticipated in late 2027. CSPDC staff are assisting with the update.

Town of Bridgewater

Mr. Alex Wilmer provided the following updates:

- The Town has two grant-funded crosswalk improvement projects about to begin. The first will provide crosswalk improvements at Main Street and Generations Park, including rectangular rapid flashing beacons (RRFBs) and pedestrian-activated push buttons. The second will improve two intersections: one on Dinkel Avenue, and one at Oakdale Park on Mount Crawford Avenue.
- The two projects were bid together in May 2026 to obtain more favorable pricing. The Town received three bids, two of which came in under the engineer's estimate. The contract was awarded to a firm for which this is its first VDOT-administered project, and Town staff are working with the contractor to navigate VDOT requirements. Completion is anticipated in approximately one month.

City of Harrisonburg

Chair Hartman provided the following updates:

- The I-81 Exit 247 project is nearly complete, with approximately 21 days remaining on the contract. Paving operations and signal work are ongoing, and work zone speed cameras will remain in place until completion.
- The new University Boulevard alignment is open. Crews are completing intersection work, grading, and remaining items, with completion anticipated in December 2026.
- The City has broken ground on the Port Republic Road projects, which include extending the turn lane at Bluestone Drive onto campus and a new signal at Bradley Drive. The contractor has cleared the hillside below the former gas station and is awaiting submittals. Construction is expected to last approximately three years.
- The City held a meeting for its railroad relocation study on August 5, 2026, which was well attended. Preliminary alignments were presented, including topographic challenges. The study remains on schedule, with the goal of defining the alignment and approach and identifying funding.
- Chair Hartman introduced Mr. Jonathan Dean, who began this week as the City's new Deputy Director of Public Works.

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Other Business

Ms. Paula Melester announced that starting with the September TAC meeting virtual attendance will use a Microsoft Teams webinar instead of a standing meeting link. Members will register through a link and receive the meeting link and a calendar invite directly. The new format will help staff manage hybrid meetings and send recordings to registrants the day after each meeting. Because the TAC needs an in-person quorum, members should continue to attend in person when possible. Members should register even when attending in person, so they receive reminders and the recordings. The next meeting mailout will include instructions.

Mr. Garreth Bartholomew announced that staff completed the HRMPO Travel Demand Model in June 2026. Staff are available to share demographic data projections or run the model for traffic forecasts upon request.

Upcoming Meetings

Chair Hartman announced the following upcoming meetings:

- August 20, 2026 – HRMPO Policy Board Meeting, 3:00 p.m., Rockingham County Administration Center
- September 3, 2026 – HRMPO TAC Meeting, 2:00 p.m., Rockingham County Administration Center

Meeting Adjourned

Chair Hartman adjourned the meeting at 2:43 p.m.

Respectfully submitted,



Zach Beard, Program Manager

Harrisonburg Rockingham Metropolitan Planning Organization

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TO: Harrisonburg-Rockingham MPO Technical Advisory Committee

FROM: Zach Beard, Program Manager

MEETING DATE: November 5, 2026

RE: **TAC Action Form #26-05: HRMPO 2027 Safety Performance Targets**

RECOMMENDATION

Staff request the TAC recommend the Policy Board approve the 2027 HRMPO safety performance targets shown in **Table 2**. The targets apply VDOT's statewide goal percent changes to HRMPO crash data, consistent with the MPO's practice of supporting the statewide targets. The proposed targets reflect the reductions the region aims to achieve rather than a forecast of expected outcomes

BACKGROUND

In 2016, the Federal Highway Administration (FHWA) established National Performance Measures for Safety Performance for the Highway Safety Improvement Program (HSIP) to assess fatalities and serious injuries on public roads. The FHWA requires that state DOTs and MPOs set annual safety percentage targets for reducing the number and rate of fatalities and serious injuries.

The HRMPO must concur with VDOT's safety targets or set MPO-specific targets by February 28, 2027. The HRMPO has concurred with VDOT safety targets every year, and there is no penalty for not meeting the targets.

STATEWIDE TARGETS

On June 16, 2026, the Commonwealth Transportation Board (CTB) approved the statewide safety targets for calendar year 2027 proposed by the Office of Intermodal Planning and Investment (OIPI) in consultation with VDOT and the Department of Motor Vehicles (DMV). The OIPI methodology sets targets from statistical models that predict future safety performance based on several data variables and expected crash reductions from completed projects. OIPI calculated the rate measures assuming vehicle miles traveled (VMT) grow 1% from 2025. **Table 1** compares the 2027 statewide targets to the 2026 targets.

Table 1: 2027 Approved CTB Statewide Safety Targets

Safety Measure	2026 Target	2027 Target	Change
Number of Fatalities	882	765	−13.3%
Rate of Fatalities per 100 million VMT	1.000	0.841	−15.9%
Number of Serious Injuries	6,424	6,285	−2.2%
Rate of Serious Injuries per 100 million VMT	7.286	6.910	−5.2%
Number of Non-Motorized Fatalities and Serious Injuries	604	682	+12.9%

The 2027 statewide targets are lower than the 2026 targets for four of the five measures. The fatality target drops by 117 (13.3%), and the serious injury target drops by 139 (2.2%). The non-motorized target increases by 78 because recent statewide non-motorized crashes continue to increase.

To translate these targets for MPOs, VDOT compares the 2023–2027 five-year average statewide targets to the most recent five-year period of available data (2021–2025). The resulting statewide goals call for average annual reductions of 3.58% in fatalities, 2.54% in serious injuries, and 2.25% in non-motorized fatalities and serious injuries, with VMT increasing 2.20% per year. These reductions are steeper than last year's goals of 1.31% for fatalities and serious injuries and 0.96% for non-motorized fatalities and serious injuries.

HRMPO TARGETS AND CRASH TRENDS

Staff developed the proposed 2027 HRMPO targets in VDOT's 2027 Target Setting Workbook, which applies the statewide goal percent changes to the HRMPO's five-year crash averages. **Table 2** compares the proposed 2027 targets to the 2026 targets. The fatality target decreases from 8 to 7, reversing three consecutive years of increases. The serious injury target increases by one, from 55 to 56, because the HRMPO's 2021–2025 five-year average rose to 59.4 serious injuries per year. The non-motorized target remains at 7.

Table 2: Proposed 2027 HRMPO Safety Targets

Safety Measure	2026 Target	2027 Target	Change
Number of Fatalities	8	7	−1
Rate of Fatalities per 100 million VMT	1.061	0.947	−0.114
Number of Serious Injuries	55	56	+1
Rate of Serious Injuries per 100 million VMT	7.583	7.272	−0.311
Number of Non-Motorized Fatalities and Serious Injuries	7	7	No change

Fatal Injuries

Fatalities in the HRMPO exceeded annual targets from 2021 through 2023, peaking at 11 in 2022. The region recorded 5 fatalities in 2024, below the target of 6, and preliminary DMV data shows 7 fatal crashes in 2025, in line with the target of 7. Unofficial data from January 1 through July 31, 2026, shows 3 fatalities against the 2026 target of 8. The five-year average has risen from 3.8 fatalities per year (2015–2019) to 8.2 (2020–2024), although the increase slowed to 2.5% in the most recent period.

Serious Injuries

Serious injuries exceeded MPO targets every year from 2021 through 2024, reaching 66 in 2024 against a target of 47. In 2025, the region recorded 48 serious injuries, below the target of 51 and the lowest annual total since 2020. Unofficial 2026 data shows 22 serious injuries against the 2026 target of 55. The five-year serious injury rate declined slightly for 2021–2025 to 8.09 per 100 million VMT, its first decrease since the 2016–2020 period, as regional VMT continued to grow.

Non-motorized

Non-motorized fatalities and serious injuries exceeded the target of 6 in 2021, 2022, and 2023, peaking at 10 in 2022. The region recorded 5 in 2024, with no fatalities. Preliminary 2025 data shows 4 fatal non-motorized crashes and 4 serious injuries; the 4 fatal crashes are the highest annual number in the 20-year record. Unofficial 2026 data shows 5 (including 1 fatality) non-motorized fatalities and serious injuries against the 2026 target of 7. **Table 3** summarizes annual targets and actual numbers since 2022.

Table 3: Safety Targets and Actual Numbers, 2022 – 2027

	2022 Target	2022 Actual	2023 Target	2023 Actual	2024 Target	2024 Actual	2025 Target	2025 Actual	2026 Target	2026 Actual	2027 Target^
Fatalities	4	**11**	4	**8**	6	**5**	7	**7***	8	**4****	7
Rate of Fatalities per 100 million VMT	0.59	**1.52**	0.63	**1.12**	0.93	**0.64**	1.013	**NA**	1.061	**NA**	0.947
Serious Injuries	37	**58**	38	**55**	47	**66**	51	**48**	55	**22****	56
Rate Serious Injury Per 100 Million VMT	6.121	**8.04**	5.58	**7.72**	7.17	**8.39**	7.232	**5.81**	7.583	**NA**	7.272
Non-motorized Fatalities and Serious Injuries	6	**10 (0 fatal)**	6	**7 (2 fatal)**	6	**5 (0 fatal)**	6	**8* (4 fatal)**	7	**5 (1 fatal)***	7

Historical values come from VDOT's 2027 Target Setting Workbook, which reports all years using the current MPO boundary; some values differ from prior memos.
*Preliminary DMV data. FARS fatality data for 2025 is not yet available; 2025 fatalities reflect fatal crashes.
**Unofficial data from VDOT Power BI, January 1 through July 31, 2026
^ Proposed HRMPO 2027 Safety Performance Targets

NEXT STEPS

Pending Policy Board approval, HRMPO staff will sign the safety target submission letter and submit it, with the completed target setting workbook, to VDOT's State Traffic Operations Engineer by the February 28, 2027, deadline.

ATTACHMENTS

- Draft HRMPO 2027 Safety Target Submission Letter
- CTB Safety Performance Targets Resolution and Decision Brief, June 2026

Insert Date

Mr. Stephen Read, P.E.
State Highway Safety Engineer
Traffic Operations Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Read:

Harrisonburg-Rockingham Metropolitan Planning Organization submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the following five safety measures: number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of the non-motorized fatalities and serious injuries.

By establishing MPO safety targets, we agree to plan and program projects to contribute toward reducing fatalities and serious injuries on the transportation system.

Future Target Annual Percent Changes

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the table below. Please check a box to indicate if your MPO plans to adopt the statewide annual percent targets or to establish your own. If the MPO elects to use a different methodology, provide the percent changes in the table and describe the methodology in the section below.

☒The MPO plans to adopt the statewide annual goal percent changes

☐The MPO chooses to set safety targets using a different methodology

Target Description	*Statewide Annual Goal Percent Change	If Different Methodology, Enter MPO Annual Goal Percent Change
Fatalities	-3.58%	
Serious Injuries	-2.54%	
Non-Motorized Fatalities and Serious Injuries	-2.25%	
Vehicle Miles Traveled (VMT)	+2.20%	

*A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2025 to 2027

Additional Information on Methodology

Enter data analysis and summary information here if the statewide annual percent changes are not adopted. Other options could include a non-trendline-based analysis or a trendline-based analysis using five-year rolling averages, three-year rolling averages, or annual values.

2027 Safety Performance Targets

Please enter the five-year average target values in the table below. If the MPO adopts the statewide goal percentages, copy the values from the "2027 MPO Targets" table in the Excel target setting workbook. If the MPO elects to use a different methodology, update the goal percent changes in the Excel target setting workbook and copy the values from the "2027" MPO Targets" table.

Target Description	Target Value from Target Setting Workbook
Fatalities	**8**
Fatality Rate	**1.061**
Serious Injuries	**55**
Serious Injury Rate	**7.583**
Non-Motorized Fatalities and Serious Injuries	**8**

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2027 safety targets are submitted for each performance measure on all public roads within 180 days after VDOT reported its statewide targets, which falls on **February 28, 2027**.

For questions or comments, please contact me at ann@cspdc.org and 540-688-3045 .

Respectfully,

Ann Cundy, HRMPO Treasurer

Central Shenandoah Planning District Commission

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Harrisonburg Rockingham Metropolitan Planning Organization

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TO: Harrisonburg-Rockingham MPO Technical Advisory Committee

FROM: Zach Beard, Program Manager

MEETING DATE: November 5, 2026

RE: **TAC Memo #26-05: FY24–27 TIP Amendment - Transit Asset Management Performance Targets**

EXECUTIVE SUMMARY

Staff is amending Appendix E: Performance Based Planning and Programming for Transit Asset Management of the FY24–27 Transportation Improvement Program (TIP) to adopt the FFY2026 Virginia Group Tier II Transit Asset Management (TAM) performance targets for the Harrisonburg Department of Public Transportation (HDPT), a Tier II agency in the Virginia Department of Rail and Public Transportation (DRPT) Group TAM Plan.

Federal rules require MPOs to incorporate transit agencies' state of good repair targets into their TIPs by March 29, 2027. Staff will post the amended appendix for a seven-day public comment period and request Policy Board approval at the November 19, 2026, meeting.

VIRGINIA TIER II GROUP TAM PLAN

DRPT sponsors a Tier II Group TAM Plan that covers 33 Virginia transit agencies, including HDPT. The FFY2026–FFY2029 Group Plan took effect on September 30, 2026. The Plan includes the four required TAM elements (see **Table 1**). Participating agencies maintain their asset data and DRPT uses the Plan to prioritize state capital assistance through the MERIT Capital Assistance Program. MPOs have until March 29, 2027, to update TIPs with the new targets. MPOs may adopt the Group Plan targets or set regionally specific targets.

FFY2026 TAM PERFORMANCE TARGETS

The TAM rule sets performance measures for four asset categories, summarized in **Table 1**. The infrastructure measure applies only to fixed guideway track, so the Group Plan does not set an infrastructure target and the measure does not apply to HDPT.

Table 1: FTA TAM Performance Measures

Asset Category	Relevant Assets	Performance Measure	Measure Type
Equipment (Support Vehicles)	Service support, maintenance, and other non-revenue vehicles	% of support vehicles that have met or exceeded their ULB	Age
Rolling Stock (Revenue Vehicles)	Buses, cutaways, vans, rail cars, locomotives, and ferry boats	% of revenue vehicles that have met or exceeded their ULB	Age
Infrastructure	Fixed guideway track	% of track segments with performance (speed) restrictions, by mode	Performance
Facilities	Passenger stations, parking facilities, and administrative and maintenance facilities	% of facilities rated below 3.0 on the FTA TERM scale	Condition

The age measures rely on the Useful Life Benchmark (ULB), which is the expected service life of an asset in a particular agency's operating environment. The facility measure uses FTA's Transit Economic Requirements Model (TERM) scale, which rates condition from 1 (poor) to 5 (excellent), with 3 representing adequate condition.

TIP AMENDMENT

Table 2 shows the FFY2026 Group Plan targets that staff proposes the HRMPO adopt. Each target sets the maximum share of assets in an asset class that may meet or exceed their ULB or fall below adequate condition, so lower percentages reflect a better state of good repair. Staff will amend Appendix H of the FY24–27 TIP to document the FFY2026 targets in **Table 2**.

Table 2: Proposed FFY2026 HRMPO TAM Targets

Asset Category	Performance Measure	Asset Class	FFY2026 Target
Revenue Vehicles	% of revenue vehicles in the asset class that have met or exceeded their ULB	AB – Articulated Bus	5%
		BR – Over-the-Road Bus	10%
		BU – Bus	15%
		CU – Cutaway	10%
		VN – Van	20%
		MV – Minivan	5%
Equipment (Support Vehicles)	% of support vehicles that have met or exceeded their ULB	AO – Automobile	35%
		Trucks and Other Rubber Tire Vehicles	35%
Facilities	% of facilities rated below 3.0 on the FTA TERM scale	Passenger/Parking	5%
		Administrative/Maintenance	10%

NEXT STEPS

Staff will post the draft amended FY24-27 TIP Appendix H on the HRMPO website for a seven-day public comment and will email the TAC and Policy Board to announce the comment period. Staff will then present the amendment to the Policy Board for approval at the November 19, 2026, Board meeting, and send the updated TIP to DRPT. Staff will also include the targets into the FY27–30 TIP once the new TIP is active.

ATTACHMENTS

- Draft Amended FY24–27 TIP Appendix E, page 45
- DRPT FFY2026–FFY2029 Tier II Group TAM Plan: MPO Performance Measures Guidance
- Draft HRMPO TAM Target Adoption Letter to DRPT

Appendix E: Performance Based Planning and Programming for Transit Asset Management

The HRMPO approved the transit asset management (TAM) performance targets in the FFY2026 – FFY2029 Virginia Tier II Group Transit Asset Management Plan on November 18, 2026. The Virginia Department of Rail and Public Transportation (DRPT) sponsors the Group Plan, which took effect on September 30, 2026. The FFY2026 targets in Table 2 replace the FFY2022 targets previously included in this appendix at the time of original document approval.

Federal Requirements

The Moving Ahead for Progress in the 21st Century Act (MAP-21) directed the U.S. Department of Transportation to establish a system to monitor and manage public transportation assets, improve safety, increase reliability and performance, and set performance measures. The Fixing America's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs Act (IIJA) carried this requirement forward. The Federal Transit Administration (FTA) implements it through the TAM Final Rule (49 CFR Part 625), published on July 26, 2016.

TAM is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risk, and costs over their life cycles. Transit agencies use asset condition to decide how to manage capital assets and where to direct funding, so that assets remain in a state of good repair and riders receive safe, cost-effective, and reliable service.

The rule sorts transit agencies into two tiers based on size and mode. A Tier I agency operates rail, operates 101 or more vehicles across all fixed route modes, or operates 101 or more vehicles in any one non-fixed route mode. A Tier II agency is a subrecipient of FTA Section 5311 funds, is an American Indian Tribe, or operates 100 or fewer vehicles across all non-rail fixed route modes or in any one non-fixed route mode. Tier I agencies must develop their own TAM plans, while Tier II agencies may participate in a group plan sponsored by a state or other direct recipient.

Virginia's Tier II Group TAM Plan

DRPT sponsors the Tier II Group TAM Plan on behalf of 33 participating transit agencies. The FFY2026 – FFY2029 Group Plan took effect on September 30, 2026, after each participating agency approved and adopted it. The plan contains the four required TAM elements: an inventory of assets, a condition assessment of those assets, a decision support tool, and a prioritization of investments.

DRPT built the plan from asset data that each participating agency maintains in the statewide TransAM/WebGrants database, which agencies must update by July 15 and January 15 of each year. DRPT then uses the MERIT Capital Assistance Program to prioritize state capital funding. The MERIT prioritization process

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favors projects that keep existing assets in a state of good repair and that have the greatest effect on public transportation service statewide.

HRMPO Integration of TAM Targets

The HRMPO programs federal transportation funds for the Harrisonburg Department of Public Transportation (HDPT). HDPT is a Tier II agency participating in the DRPT-sponsored Group TAM Plan. The HRMPO has integrated the goals, measures, and targets in the FFY2026 – FFY2029 Virginia Group Tier II Transit Asset Management Plan into its planning and programming process. Rather than develop regionally specific targets, the HRMPO adopts the statewide Group Plan targets shown in **Table 2**.

Performance Measures

The TAM rule establishes four performance measures that apply to four asset categories, as shown in Table 1. Two definitions apply to these measures. The Useful Life Benchmark (ULB) is the expected life cycle of a capital asset, or its acceptable period of use in service, for a particular provider's operating environment; for example, FTA's default ULB for an articulated bus is 14 years. FTA's Transit Economic Requirements Model (TERM) scale rates asset condition from 1 (poor) through 2 (marginal), 3 (adequate), and 4 (good) to 5 (excellent).

Because HDPT operates no fixed guideway service, the infrastructure measure does not apply in the HRMPO region, and the Group Plan sets no infrastructure target.

Table 1: TAM Performance Measures by Asset Category

Asset Category	Relevant Assets	Performance Measure	Measure Type
Equipment (Support Vehicles)	Service support, maintenance, and other non-revenue vehicles	Percentage of support vehicles that have met or exceeded their ULB	Age
Rolling Stock (Revenue Vehicles)	Buses, cutaways, and vans; light and heavy rail cars; commuter rail cars and locomotives; ferry boats	Percentage of revenue vehicles that have met or exceeded their ULB	Age
Infrastructure	Fixed guideway track	Percentage of track segments with performance (speed) restrictions, by mode	Performance
Facilities	Passenger stations, parking facilities, and administrative and maintenance facilities	Percentage of facilities with a condition rating below 3.0 on the FTA TERM scale	Condition

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Performance Targets

Table 2 lists the FFY2026 Group Plan targets that the HRMPO adopts. Each target represents the share of assets in a class expected to have met or exceeded their ULB, or to rate below 3.0 on the TERM scale; lower percentages indicate better asset condition.

Table 2: FFY2026 TAM Targets for Revenue Vehicles, Equipment, and Facilities

Asset Category – Performance Measure	Asset Class	FFY2026 Target
Revenue Vehicles		
Age – Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB – Articulated Bus	5%
	BR – Over-the-Road Bus	10%
	BU – Bus	15%
	CU – Cutaway	10%
	VN – Van	20%
	MV – Minivan	5%
Equipment (Support Vehicles)		
Age – Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	AO – Automobile	35%
	Trucks and Other Rubber Tire Vehicles	35%
Facilities		
Condition – Percentage of facilities with a condition rating below 3.0 on the FTA TERM Scale	Passenger/Parking	5%
	Administrative/Maintenance	10%

DRAFT

Harrisonburg Rockingham Metropolitan Planning Organization

112 MacTanly Place, Staunton, VA 24401
(540) 885-5174
hrmpo.org

TO:	Harrisonburg-Rockingham MPO Technical Advisory Committee
FROM:	Zach Beard, Program Manager
MEETING DATE:	November 5, 2026
RE:	**TAC Memo #26-06: HRMPO 2027 Meeting Schedule**

BACKGROUND

The HRMPO publishes the annual MPO meeting schedule each December. Staff will publish the meeting schedules in local newspapers and on hrmpo.org/notices per the HRMPO Public Participation Plan (PPP).

Changes to the 2027 meeting schedule or format will be posted on the website and local papers. Policy Board and TAC members will be notified of meeting schedule changes by email at least one week in advance of the scheduled meeting date.

2027 HRMPO MEETING SCHEDULE

The 2027 HRMPO Policy Board and Technical Advisory Committee (TAC) meeting schedules are on **page 2** of this memo. The Board meets on every third Thursday of the month at 3:00 p.m., and the TAC meets every first Thursday of the month at 2:00 p.m.

Note that the July 2027 TAC meeting is scheduled for the second Thursday of the month (July 8) rather than the first Thursday (July 1), and the July 2027 Policy Board meeting is scheduled for the fourth Thursday (July 22) rather than the third Thursday (July 15) . This scheduling adjustment ensures that the HRMPO and SAWMPO meetings occur back-to-back on consecutive days (Wednesday and Thursday) within the same week.

A 2022 Virginia FOIA law amendment permits some public bodies to hold a limited number of all-virtual meetings each year. The Board and TAC concurred with holding up to two meetings virtually as the need arises. The Board Chair or TAC would make this decision and direct staff to publicly notice the change at least one week prior to the meeting.

2025 HRMPO TAC Meeting Schedule	
January 7, 2027	**July 8, 2027 (meeting on the second Thursday)**
February 4, 2027	August 5, 2027
March 4, 2027	September 2, 2027
April 8, 2027 (meeting on the second Thursday)	October 7, 2027
May 6, 2027	November 4, 2027
June 3, 2027	December 2, 2027
First Thursday of each month at 2:00 p.m. Location: Rockingham County Administration Center, 20 East Gay Street, Harrisonburg unless otherwise noted.	

2025 HRMPO Policy Board Meeting Schedule	
January 21, 2027	**July 22, 2027 (meeting on the fourth Thursday)**
February 18, 2027	August 19, 2027
March 18, 2027	September 16, 2027
April 22, 2027 (meeting on the fourth Thursday)	October 21, 2027
May 20, 2027	November 18, 2027
June 17, 2027	December 16, 2027
Third Thursday of each month at 3:00 p.m. Location: Rockingham County Administration Center, 20 East Gay Street, Harrisonburg unless otherwise noted.	