Harrisonburg Rockingham Metropolitan Planning Organization

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

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

1. Call to Order

2. Approval of Minutes of the September 17, 2026, Policy Board Meeting*

3. Public Comment

4. Introduction of New DRPT MPO Representative - Grace Stankus and Lauren Breyer, DRPT Statewide Transit Planners

5. 2027 Meeting Schedule (Board Action Form #26-18)*

6. FY24–27 TIP Amendment - Transit Asset Management (TAM) Performance Targets (Board Action Form #26-17)*

7. 2027 Safety Targets Approval (Board Action Form #26-16)*

8. Agency Updates
   - VDOT
   - DRPT
   - HDPT
   - Localities

9. Other Business

10. Upcoming Meetings
    - December 3, 2026 – Technical Advisory Committee Meeting at 2:00 p.m.
    - December 17, 2026 – Policy Board Meeting, Cancelled

11. Adjournment

* Action Required

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Harrisonburg-Rockingham Metropolitan Planning Organization
Policy Board Minutes
September 17, 2026, 3:00 p.m.

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

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

*Indicates virtual attendance

Call to Order

Ms. Paula Melester opened the September 17, 2026, Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) Policy Board meeting at 3:00 p.m. Due to Chair Dennis Driver and Vice Chair Laura Dent both being absent, the HRMPO bylaws required the Board to elect a member to chair the meeting as its first order of business. Ms. Sallie Wolfe-Garrison volunteered to serve.

A motion to elect Ms. Sallie Wolfe-Garrison as acting chair for the meeting was made by Mr. Dany Fleming; seconded by Mr. Joel DeNunzio. The motion carried unanimously.

Approval of Minutes

Acting Chair Wolfe-Garrison presented the minutes from the August 20, 2026, Policy Board meeting.

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

Public Comment

Acting Chair Wolfe-Garrison opened the floor for public comment. No public comments were received.

HRMPO FY24-27 Transportation Improvement Program (TIP) Amendment and Administrative Modifications (Board Action Form 26-14)

Mr. Zach Beard presented one FY24-27 TIP amendment for Board approval and two administrative modifications for the Board's information. All three items involve Harrisonburg Department of Public Transportation (HDPT) vehicle projects. The administrative modifications fall below the TIP's cost thresholds and do not require Board approval.

The first administrative modification shifts approximately $500,000 between federal and state funding sources for HDPT vehicles already scheduled for replacement. The change adds no new vehicles or funding; it corrects which funding sources cover which costs.

The second administrative modification updates the estimated cost to replace HDPT transit vehicles from approximately $5.5 million to $5.72 million, reflecting higher vehicle and equipment costs since staff first budgeted the project.

The amendment adds FY27 funding for two new paratransit vehicles that expand, rather than replace, HDPT's fleet. The project previously had no FY27 funding. The amendment adds approximately $320,000 in federal funds, $64,000 in state funds, and $16,000 in local funds, for a total of approximately $400,000. Adding funds to a year with no prior funding triggers the TIP amendment threshold.

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

FY27 Unified Planning Work Program (UPWP) Administrative Modification

Ms. Paula Melester presented an administrative modification to the FY27 UPWP for the Board's information. The modification adjusts the budget to reflect the actual FY26 carryover of transit planning funds. Staff estimates carryover when building the UPWP each spring and corrects the figures in August after closing the fiscal year.

Actual carryover exceeded the estimate by approximately $25,000, largely because HDPT used less of its programmed FY26 funding. Staff distributed the additional funds among the tasks expected to need them most: the Long-Range Transportation Plan (LRTP) update beginning in spring, local assistance projects for the Town of Dayton, the ongoing transit study, and annual tasks. Staff will submit the modified budget to VDOT and DRPT for transmittal to the federal agencies.

Innovative Intersections Presentation – Adam Campbell, VDOT Staunton District Planning

Mr. Adam Campbell of VDOT Staunton District Planning presented lessons learned from a decade of innovative intersection projects in Virginia and the region. VDOT began promoting innovative

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intersection designs about 10 years ago, when SMART SCALE launched, to deliver safety and capacity benefits at lower cost than widenings or new roads. The designs relocate or modify turning movements to reduce conflict points and improve signal efficiency. Left-turn angle crashes account for 60% of fatal intersection crashes. A single-lane roundabout reduces a four-leg intersection's 32 conflict points to eight. Removing left-turn signal phases can double through-traffic green time.
Mr. Campbell shared the following lessons learned:

- *Context matters*. Traffic volumes, driver expectations, and roadway characteristics determine whether a design fits.
- *Evaluation must account for future growth*. Detailed modeling led VDOT to drop proposed roundabouts from the Vine Street STARS study. It also led VDOT to replace a planned reduced conflict intersection at US 33 and Cross Keys Road with traditional turn-lane improvements.
- *Public outreach must continue throughout project development*. Public opinion and board membership change over long project timelines.
- *Costs have risen*. A single-lane roundabout now costs at least $6 million, up from $2 million to $3 million a decade ago.
- *Low-cost approaches work*. VDOT and localities have used flex posts, repaving projects, and temporary installations to build these designs. Examples include mini roundabouts in Charlottesville and a continuous green T on US 250 at Afton, where VDOT has funded a signal.

Mr. Tom Hartman reported on the success of several innovative intersections in the City of Harrisonburg including mini roundabouts and a temporary continuous green T intersection improvement. Mr. Joel DeNunzio offered VDOT staff to present on specific projects at council, board, and HOA meetings.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Don Komara provided the following updates:

- Route 33 East Market Street Bridge and Multimodal Trail: The project is nearly complete. Only signal work and minor touch-up work remain.
- Route 11 Sidewalk Project (Mount Clinton Pike to Trailer Park): Construction is progressing. Utility conflicts throughout the corridor have forced the contractor to build sections out of sequence.
- I-81 Staunton Widening (Exits 221-225): The project is 60 to 65% complete and remains on schedule to finish in fall 2027. VDOT will schedule weekend night closures to install overhead sign structures spanning both directions, with traffic detoured via Route 262.
- I-81 Weyers Cave Widening: The contractor reports the project at 50 to 55% complete; Mr. Komara estimated it is at least 60% complete. Crews are moving large volumes of earth and working on the bridges. Completion is scheduled for December 2027.
- Route 11 Near the Fairgrounds: Construction has begun with shoulder strengthening.
- I-81 Harrisonburg Widening: Crews have installed extensive barrier. VDOT will hold a "Pardon the Dust" public meeting on October 15 from 4:30 to 6:30 p.m. at Pleasant Valley Elementary School to explain the Pleasant Valley Road roundabout and current work; Mr. Komara will try to open the meeting earlier to reach teachers. Crews are drilling exploratory borings for the

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Pleasant Valley Road bridge footings. Because of karst terrain, bedrock depth can vary by 50 feet over short distances, so some supports may require driven piles. VDOT is building the new bridge to the south, so traffic will remain on Pleasant Valley Road without a detour.

- Maintenance: Crews are mowing, grading gravel roads, and applying dust control. VDOT is recruiting snow removal help, particularly CDL holders.

Mr. Joel DeNunzio provided the following update:

- Fall Transportation Meeting: The Commonwealth Transportation Board (CTB) will hold its Staunton District fall transportation meeting on October 22, 2026, from 2:00 to 4:00 p.m. at Blue Ridge Community College, the first in several years. The Secretary of Transportation, VDOT Commissioner, the district's CTB representative, and DRPT will attend. The earlier start time allows more staff to attend, since public participation typically drops off after 5:00 p.m.

Department of Rail and Public Transportation (DRPT)

- No updates were provided.

Harrisonburg Department of Public Transportation (HDPT)

Mr. Gerald Gatobu provided the following updates:

- Intelligent Transportation System (ITS): HDPT's new ITS passed its stress test during the past two home football weekends, including special-event service and a storm during the first game.
- Bus Procurement: HDPT must move vehicle purchases through the City's Capital Improvement Program, the TIP, and the STIP before issuing a purchase order, then coordinate with the manufacturer on the new ITS and onboard cameras. Rising costs reduced HDPT's planned order from eight buses to seven.
- Fleet Management: HDPT tracks bus replacement at 12 years or 500,000 miles for state and federal reporting and completes preventative maintenance at set intervals. Mr. Gatobu stressed that HDPT must balance community service requests against federal, state, and local funding limits.

Locality Updates

City of Harrisonburg

- No updates were provided.

Rockingham County

Acting Chair Wolfe-Garrison provided the following update:

- The County looks forward to the Route 11 North and Route 11 South projects, and sidewalk projects are under construction. She expressed appreciation that VDOT maintains the County's roads.

Town of Bridgewater

Mr. Alex Wilmer provided the following updates:

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- Riverwalk Phase 3: The Town will soon begin construction of Riverwalk Phase 3, a permeable paver shared-use path along the North River funded by a VDOT Transportation Alternatives grant. The Town received two bids. The low bidder, Partners Excavating, built the first two phases, and its bid came in under budget.

Town of Dayton

- Mr. Gary Corder reported no updates.

Town of Mt. Crawford

- No updates were provided.

Other Business

Ms. Melester reported that CSPDC issued a notice of intent to award on-call consultant contracts to nine firms, selected from more than 50 proposals. The notice, which lists the firms and their selected services, is posted on the CSPDC website. Once the protest period closes without appeals, CSPDC will proceed to final contracting and VDOT pre-award audits. The new five-year on-call contracts should be available to all member localities next year. Staff will email the notice link on September 18 and thanked the locality representatives who served on the selection committee.

Ms. Melester also reported that MPO staff are tracking recently approved changes to 2 CFR 200, the federal regulations governing grant administration. The changes codify the discretionary grant reviews, including RAISE, that federal agencies began last year. They allow federal agencies, through the Office of Management and Budget (OMB), to cancel funding for projects that no longer align with administration priorities, including projects already underway. The rule was scheduled to take effect October 1, but the continuing resolution delayed it until December. Formula grants are more protected than discretionary grants such as BUILD and RAISE, which places multiyear projects such as the City's Liberty Street cycle track at greater risk. Staff will share the Association of Metropolitan Planning Organizations' (AMPO) analysis and advocacy tools by email and encouraged members to contact their state and federal elected officials.

Mr. Fleming noted that he serves as Virginia's representative on a National League of Cities board that is tracking the potential changing federal rules. Mr. Fleming stressed that the rule allows funding cuts to projects midstream and requires political appointees to review projects, and he urged outreach to state and federal officials. Staff added that the National Association of Counties, mayors' coalitions, and ICMA are also lobbying Congress on the issue.

Mr. Fleming reported that James Madison University (JMU) has narrowed proposals for a large, region-wide project called Madison Promise to five, with a decision possibly in November. Ms. Melester added that staff invited JMU senior leadership to present the university's strategic plan at a future HRMPO meeting.

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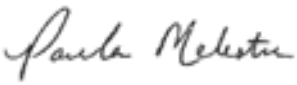
Upcoming Meetings

Acting Chair Wolfe-Garrison noted that the Board will cancel its October meeting so members can attend the October 22 CTB fall transportation meeting. Staff will send the cancellation email the week before. The next Policy Board meeting is scheduled for November 19, 2026.

Adjournment

There being no further business, Acting Chair Wolfe-Garrison adjourned the meeting at 4:27 p.m.

Respectfully submitted,



Paula Melester, Director of Transportation

Harrisonburg Rockingham Metropolitan Planning Organization

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(540) 885-5174
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TO: Harrisonburg-Rockingham MPO Policy Board

FROM: Zach Beard, Program Manager

MEETING DATE: November 5, 2026

RE: **Board Action Form #26-16: HRMPO 2027 Safety Performance Targets**

RECOMMENDATION

HRMPO staff recommend the Policy Board approve the 2027 HRMPO safety performance targets shown in **Table 2**. The TAC recommended that the Policy Board consider approval at the November 5, 2026 TAC meeting.

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. The targets apply VDOT's statewide goal percent changes to HRMPO crash data. The proposed targets reflect the reductions the region aims to achieve rather than a forecast of expected outcomes

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[1] 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 44 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-

[1] Fatal crashes inclusive of both vehicle and non-motorized crashes

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	**44**	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

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TO:	Harrisonburg-Rockingham MPO Policy Board
FROM:	Zach Beard, Program Manager
MEETING DATE:	November 19, 2026
RE:	**Board Action Form #26-17: FY24–27 TIP Amendment - Transit Asset Management Performance Targets**

RECOMMENDATION

HRMPO staff recommend the Policy Board approve the FFY2026-2029 Transit Asset Management (TAM) 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 posted the amended appendix for a seven-day public comment on November 9, 2026.

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. 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.

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 posted the draft amended FY24-27 TIP Appendix E on the HRMPO website for a seven-day public comment period. Pending Policy Board, staff will send the updated TIP to DRPT and 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

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TO:	Harrisonburg-Rockingham MPO Policy Board
FROM:	Zach Beard, Program Manager
MEETING DATE:	November 19, 2026
RE:	**Board Action Form #26-18: HRMPO 2027 Meeting Schedule**

RECOMMENDATION

HRMPO staff recommend the Policy Board approve the 2027 TAC and Policy Board 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 April and July 2027 TAC meeting are scheduled for the second Thursday of the month (April 8 and July 8) rather than the first Thursday (April 1 and July 1), and the April and July 2027 Policy Board meetings are scheduled for the fourth Thursday (April 22 and July 22) rather than the third Thursday (April 15 and 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.

2027 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.	

2027 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.	