Technical Advisory Committee (TAC) Agenda
Tuesday, December 1, 2026 - 10:00 a.m.
Location: Join Teams Meeting

1. **Administrative Items:**
   - Review and approval of October 6, 2026, Draft TAC Meeting Minutes
2. **Information Items; No Action Required:**
   - MPO Project Status Report
   - VDOT/DRPT reports
3. **Public Comment Period**
4. **Transit Asset Management (TAM) Performance Measures – Amy Garbarini, DRPT**

   Action requested: Review and forward recommendation for approval to the Policy Board.
5. **VDOT Highway Safety Performance Targets for 2027 – Taryn Logan, NSVRC**

   Action requested: Review and forward recommendation for approval to the Policy Board.
6. **Upcoming Meeting Schedule:**
   - Policy Board: Wednesday, December 16, 2026
   - Technical Advisory Committee: January 5, 2027 (potentially canceled)
7. **Other Business**
8. **Adjournment**

A meeting quorum shall be established by two (2) members of the CITY, two (2) members of the COUNTY and one (1) member of the STATE

Click here for a glossary of acronyms

WinFred MPO Staff Report

For background information on studies and projects, please visit the individual project pages on the WinFred MPO website.

October-December 2026

(2nd Quarter Progress Report)

Task 1: Program Administration

- Prepared agenda packets for October and December meetings, including compiling reports, coordinating with speakers, and ensuring all materials were distributed in advance.
- Updated the MPO website as needed, routinely every week, to provide the latest information on meetings, projects, and public participation opportunities.
- Prepared and submitted quarterly invoices and progress reports to VDOT and DRPT, ensuring accuracy and compliance with financial reporting standards.
- Managed the FY27 Unified Planning Work Program tasks by coordinating activities, tracking progress, and ensuring all deliverables were met on schedule.

Task 1.1: Public Participation and Outreach

- Continuously manage and maintain the Title VI and Public Participation Plans to ensure compliance with federal regulations and promote inclusiveness in regional planning.
- Ensure the WinFred MPO website is updated with the latest meeting information and public document notices, improving transparency and public accessibility to MPO activities.
- Maintain the Facebook social media page for the WinFred MPO with multiple weekly posts highlighting upcoming meetings, project updates, and public input opportunities.
- Conduct outreach efforts to engage underrepresented communities in planning through direct engagement, public workshops, and digital campaigns.

Task 2: Transportation Improvement Program (TIP)

Under 49 U.S.C. 5303(j), each MPO is required to develop a four-year Transportation Improvement Program (TIP) in cooperation with state and public transit providers. The TIP includes capital and non-capital surface transportation projects, bicycle and pedestrian facilities, safety projects, and other transportation enhancements. It must be fiscally constrained and align with the Metropolitan Transportation Plan (MTP).

- Maintaining the FY24-27 TIP and processing requested adjustments and amendments in collaboration with local jurisdictions, state agencies, and transit providers.

- Processed one highway TIP amendment and multiple transit TIP adjustments to maintain alignment with current project schedules and funding.

Task 3: Federal or State Requested Planning Work Program Items

- Serving on the Board of the Virginia Association of Metropolitan Planning Organizations (VAMPO), providing regional perspectives on statewide planning initiatives.
- Attending all executive committee meetings, peer-to-peer meetings, and board meetings to stay informed on industry trends, legislative updates, and best practices.
- Serving as Secretary/Treasurer on the VAMPO Board, managing organizational finances, coordinating meetings, and facilitating strategic discussions.
- Collaborating with other MPOs to share resources, develop joint initiatives, and advocate for regional transportation funding.
- Attended all Project Pipeline Meetings, coordinated by VDOT, to provide representation and information for the MPO. Two studies are currently underway in Winchester/Frederick County.

Task 4: Transit Planning

- Working with the Frederick County Transportation Committee, WinTran Staff, and the Frederick County BOS regarding the expansion of microtransit in the County, addressing service gaps and improving accessibility.
- Assisting the Town of Stephens City in exploring and evaluating potential transit service opportunities.

Task 5: Local Technical Assistance

- Assisting local governments with transportation grant applications, data analysis, and project development to enhance regional mobility.

Task 6: Bicycle & Pedestrian Planning

- The goal of the Bike and Pedestrian Advisory Committee is to bring together local advocates, planners, and stakeholders to advance non-motorized transportation projects.
- Identifying opportunities for new bike lanes, trails, and pedestrian infrastructure, leveraging federal and state funding sources.
- Promoting multimodal transportation options through public education campaigns and stakeholder engagement initiatives.
- Staff plans to gather the committee for a meeting within the next month to talk about goals for this fiscal year’s work program.

Task 7: System Planning

- **Exits 321-323 Improvements Study (Frederick County):**
    - The project officially kicked off in May.
    - The project committee meets every other week with our consultant, McCormick Taylor.
    - The project is a carryover into FY26 UPWP, ensuring continued progress toward implementation.
    - The project is on track to be completed in early 2027.

Task 8: Long-Range Planning, GIS, and Data

- **WinFred Travel Demand Model Update:**
    - Model completion in October following extensive data validation and calibration efforts.
    - Model is ready for use, providing valuable insights for traffic forecasting, scenario planning, and infrastructure investment decisions.
    - Collaborating with local and state partners to integrate model outputs into long-range planning initiatives.
- **Update of the 2045 Metropolitan Transportation Plan**
    - It is time to begin our five-year update of the MPO's long range transportation plan.
    - Staff is currently working on a scope of the project to send out to several of our on-call consultants for a quote.
    - Processed an MTP amendment.

This report outlines the key activities and responsibilities MPO staff undertook during the reporting period. Ongoing projects and planning efforts continue to support regional transportation improvements, enhance public engagement, and foster data-driven decision-making.

Winchester Frederick County MPO

Technical Advisory Committee Meeting Minutes

Tuesday, October 6, 2026 • 10:00 a.m.
Microsoft Teams
DRAFT

Attendance

Members and Representatives Present: John Bishop and Tyler Klein – Frederick County; Kenny Johnson, Perry Eisenach, and Mike Ruddy – City of Winchester; Shane McCabe, Adam Campbell, Brad Reed, and Matthew Smith – VDOT; Amy Garbarini – DRPT.

NSVRC Staff: Karen Taylor and Taryn Logan.

1 Administrative Items

Adoption of Agenda

Mr. Eisenach moved to approve the October 6, 2026, meeting agenda. Mr. Ruddy seconded the motion. The motion was approved.

Approval of June 2, 2026, Draft TAC Meeting Minutes

Mr. Eisenach moved to approve the June 2, 2026, Draft TAC Meeting Minutes. Mr. Ruddy seconded the motion. The motion was approved.

2 Information Items

The Committee received the MPO Project Status Report. No action was required.

3 Public Comment Period

No public comments were received.

4 Highway TIP Amendment

Karen Taylor, NSVRC, and Adam Campbell, VDOT, presented the Highway TIP Amendment for review and recommendation to the Policy Board.

Mr. Eisenach moved to recommend approval of the Highway TIP Amendment to the Policy Board. Mr. Ruddy seconded the motion. The motion was approved.

5 Metropolitan Transportation Plan 2045 Amendment

Karen Taylor, NSVRC, and Brad Reed, VDOT, presented the proposed amendment to the 2045 Metropolitan Transportation Plan for review and recommendation to the Policy Board.

Mr. Eisenach moved to recommend approval of the Metropolitan Transportation Plan 2045 Amendment to the Policy Board. Mr. Ruddy seconded the motion. The motion was approved.

6 VDOT Update on Project Pipeline Studies in the MPO

Brad Reed, VDOT, provided an update on Project Pipeline studies within the MPO. No action was required.

7 Upcoming Meeting Schedule

- Policy Board: Wednesday, October 21, 2026.
- Technical Advisory Committee: November meeting canceled due to State offices being closed for Election Day; next meeting Tuesday, December 1, 2026.
- Fall CTB Public Meeting: Thursday, October 22, 2026, at 2:00 p.m., Blue Ridge Community College.

8 Other Business

No other business was presented.

9 Adjournment

Mr. Eisenach moved to adjourn the meeting. Mr. Ruddy seconded the motion. The motion was approved.

The meeting adjourned at approximately 10:21 a.m.

DRPT Agency Update – December 2026

FY2028 Grant Application Cycle

DRPT will begin accepting applications for rail, transit, and commuter assistance grants for the Fiscal Year 2028 at 12:01 A.M. on **Tuesday, December 1, 2026**. The annual grant application period runs through **Monday, February 1, 2027**. Funds for rail, transit, human services transportation, and commuter assistance are available from multiple state and federal sources to support public transit services, human service transportation, planning, transportation demand management, and rail programs in Virginia. Current Application Guidance for transit grants, including eligible project categories, is available in the latest version of **DRPT's Blue Book** and the **5310 Guidebook for Human Services Transportation**.

DRPT's public transportation staff will host Fiscal Year 2028 grant application workshops for their partners. Participants will have the opportunity to interact with DRPT's public transportation programming and planning experts regarding the latest information on the FY28 application cycle, including technical assistance and application guidance for all public transportation programs administered by DRPT. All applicants are strongly encouraged to attend these webinars.

Prospective rail partners should contact DRPT's rail program managers for further assistance.

Once the application period closes, DRPT will evaluate all submissions and submit recommended project funding to the Commonwealth Transportation Board (CTB) for the Draft FY28 Six-Year Improvement Program (SYIP). A series of statewide public hearings will then be held before the CTB considers the final adoption of the FY28 SYIP next June.

Group TAM Plan

The draft TAM plan was released **July 1st** and accepted comments until **July 31st**. The final plan was released in mid-August with communication from DRPT to relevant MPOs for incorporation into TIPs/CLRPs. DRPT hosted a webinar on August 25th, and you can watch the recording **here.**

The TAM plan was adopted on September 30th and MPOs have an 180-day deadline for MPO performance target language on **March 29th, 2027.**

Comments, Questions, and concerns can be directed to your DRPT planner or Grace Stankus – **Grace.Stankus@drpt.virginia.gov**

Statewide TOD Study

The General Assembly has directed DRPT and DHCD to conduct a statewide review to plan, promote, and identify barriers and opportunities for transit-oriented development around existing and proposed transit and rail stations. The review will also investigate barriers to housing production and the potential for economic development.

The study will be submitted to General Assembly by Dec. 15, 2026, with Phase 2 scheduled to begin in the 2027 calendar year.

VDOT District Planning Report to WinFred MPO Policy Board
December 2026

SMART SCALE: VDOT District Planning has been working with the Office of Intermodal Planning and Investment (OIPI) to validate SMART SCALE applications, estimates, and scoring. OIPI will complete application scoring by the end of the year and will present a staff recommended scenario of projects recommended for funding based on scoring outcomes at the January 2027 meeting of the Commonwealth Transportation Board. The staff recommended funding scenario will then be presented for public comment at the 2027 VDOT Spring Transportation Meetings. Project funding determinations will be finalized for consideration of CTB adoption in June of 2027 for the VDOT FY28-33 Six-Year Improvement Program (SYIP).

Please reach out with any questions on the program or application process.

Project Pipeline: Two new Project Pipeline studies within the WinFred MPO are now underway. These studies will develop submission ready application deliverables for the FY30 round of Smart Scale beginning in the Spring of 2028.

1. **Route 7 @ I-81 Exit 315** – WinFred MPO performed a study in 2023 to evaluate operations at Exit 315, focusing on the I-81N intersection and potential reconfiguration of Valley Mill Rd. The study recommended a partial median U-turn conversion at the I-81N/Valley Mill Rd intersection, but any modification there needs to be supported by an Operational and Safety Analysis Report (OSAR) to be eligible for application in SMART SCALE. This study would be performed to meet that requirement, revising the alternatives analysis from the MPO study using fresh counts and a 2052 design year forecast.

2. **Rt 37 & Rt 50 –** A 2022 VDOT STARS study performed recommended conversion of the Rt 50 & Rt 37 interchange to a diverging diamond interchange to support future growth and address historical crash patterns. The county applied for this last round of SMART SCALE but didn't receive funding. SMART SCALE now requires completion of an Interchange Access Report (IAR) study to make the project eligible for application, so this study would support a Frederick County application in the next round of SMART SCALE.

   Michael Baker is serving as the VDOT Consultant to perform both studies. Initial data collection has wrapped up. The study team kick-off meetings were held virtually on Thursday Nov. 5th for Route 37 & Route 50 and Thursday Nov. 12th for Route 7 and Exit 315. Framework documents for both studies are under development. Initial public outreach in the format of an online survey to verify the transportation needs of the project locations will be conducted in January 2027 and the study teams will have their next meetings in the Spring to review survey feedback and results of the existing conditions analysis.

   Background: Led by the Office of Intermodal Planning and Investment, Project Pipeline is a performance-based planning program to identify cost-effective solutions to multimodal transportation needs in Virginia. The objective of the program is to focus on the Commonwealth Transportation Board-adopted VTrans priority locations and corridors. This study program has been successfully used to help refine project scopes and enhance competitiveness in grant programs for several locations in the MPO.

FFY2026 – FFY2029 TIER II GROUP TRANSIT ASSET MANAGEMENT (TAM) PLAN

MPO PERFORMANCE MEASURES GUIDANCE

IMPORTANT DATES

TAM Plan Adoption Date: **9/30/2026**
MPOs update TIP/CLRP by: **3/29/2027**

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the Secretary of the US Department of Transportation to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures. The Fixing America's Surface Transportation (FAST) Act reaffirmed this requirement. On July 26, 2016, FTA published the **Transit Asset Management (TAM) Final Rule.**

Transit Asset Management 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 for the purpose of providing safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair.

The TAM rule provides two categories for transit agencies based on size and vehicle fleet; these are referred to as Tier I and Tier II and are defined as follows:

TIER I	TIER 2
Operates rail **OR** ≥ 101 vehicles across all fixed route modes **OR** ≤ 101 vehicles in one non-fixed route mode	Subrecipient of FTA 5311 funds **OR** American Indian Tribe **OR** ≤ 100 vehicles across all fixed route modes **OR** ≥ 100 vehicles in one non-fixed route mode

VIRGINIA'S GROUP PLAN

In Virginia, the Department of Rail and Public Transportation (DRPT) sponsors a **Tier II Group TAM Plan** that includes 33 transit agencies in Virginia (see Attachment 1 for a map of participating agencies).

Virginia's FFY2026 – FFY2029 Tier II Group TAM Plan went into effect on September 30, 2026, after the Plan was approved and adopted by the 33 eligible Tier II transit agencies who opted in to the plan.

The Group Plan includes the four required TAM planning elements:

1. Inventory of assets
2. Condition assessment of assets
3. Decision support tool
4. Prioritization of investments

Virginia's Tier I Agencies

The following public transportation agencies are not eligible to join the DRPT sponsored TAM plan and are responsible for developing, implementing, and maintaining their own TAM plans:

- Greater Richmond Transit Company (GRTC)
- Hampton Roads Transit (HRT)
- Potomac Rappahannock Transportation Commission (OmniRide)
- Virginia Railway Express (VRE)

The TAM plan was developed from asset information provided by each participating transit agency. To facilitate the TAM planning process, transit agencies are required to maintain asset inventory data in the statewide TransAM/WebGrants database. Information in the database is required to be updated twice annually (July 15 and January 15).

DRPT prioritizes State capital assistance provided to transit agencies via the **MERIT Capital Assistance Program**. The MERIT program is guided by a project prioritization process for capital needs that allows DRPT to allocate and assign limited resources to projects and investments identified as the most critical. The prioritization process is designed to favor projects that:

- Achieve the statewide policy objective of maintaining a state of good repair of existing assets and;
- Have the greatest impact on the provision of public transportation services throughout the state.

Over the TAM Plans' 4-year planning horizon, DRPT will provide MPOs with revised TAM performance targets after October 1 of each calendar year. If any changes are made to the targets, MPOs will need to update the TAM performance target table(s) in the TIP/CLRP to reflect the new targets.

TAM PLAN DATA

In addition to the plan, current TAM inventory data is available through **DRPTs Open Data Portal**. The **TAM Performance Targets dashboard** allows MPOs to review TAM Plan inventory data by MPO area or transit agency. The Open Data Portal provides an overview of current TAM Plan performance targets by asset type and asset class.

MPO ROLE IN TAM

Background

With the publication of the FFY2026 – FFY2029 Tier II Group TAM Plan on September 30, 2026, MPOs have 180-days from plan adoption (9/30/2026) to update their planning documents to reflect the newly published TAM performance targets.

MPOs can use the targets developed for the Group TAM Plan or develop their own regionally specific targets. DRPT is providing MPOs with the Group TAM Plan targets and template language to facilitate the TIP/CLRP update process.

DRPT is providing a form letter that MPOs should use to notify DRPT of their intent to adopt the Statewide Tier II TAM targets.

When adopting the TAM targets MPOs should review their Public Participation Plan to determine the exact procedures for modifying the TIP. MPOs may be able to update targets and TAM language using the TIP modification procedures versus a full TIP amendment.

Note: *TIP/CLRP language and targets should be added to the FFY24-27 TIP (Current TIP) and the new FFY27-30 TIP documents.*

Note: *DRPT only provides the statewide targets for agencies participating in the Tier II Group Plan. Large, Tier I transit agencies are responsible for developing their own TAM Plans. If an MPO has a Tier I transit agency within its MPO area, the MPO and the transit agency should coordinate.*

TAM Performance Targets

The National Transit Asset Management System Final Rule (49 U.S.C 625) specifies four performance measures that apply to four TAM asset categories: equipment, rolling stock, infrastructure, and facilities.

Asset Category	Relevant Assets	Measure	Measure Type	Desired Direction
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; Light and Heavy Rail Cars; Commuter Rail Cars and Locomotives; 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, administration and maintenance facilities	% of assets with condition rating lower than 3.0 on FTAs TERM rating scale	Condition	↓

FTA = Federal Transit Administration. TERM = Transit Economic Requirements Model. ULB = Useful Life Benchmark.

Two definitions apply to these performance measures:

- **Useful Life Benchmark (ULB)** – "The expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment." For example, FTA's default ULB for an articulated bus is 14 years.
- **FTA Transit Economic Requirements Model (TERM) Scale** – FTA's rating system used to describe asset conditions. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

TIP/CLRP LANGUAGE

MPOs may use the language below in their TIP. Replace the appropriate highlighted text with relevant references.

Tier II Group Plan Language

The Virginia Department of Rail and Public Transportation (DRPT) sponsors the Statewide Tier II Group Transit Asset Management (TAM) Plan. The MPO NAME programs federal transportation funds for TRANSPORTATION AGENCY NAME(S). TRANSPORTATION AGENCY NAME(s) is a Tier II public transportation agency participating in the DRPT sponsored Group TAM Plan. The MPO has integrated the goals, measures, and targets outlined in the **FFY2026 - FFY2029 Virginia Group Tier II Transit Asset Management Plan** into the MPO's planning and programming process. Performance targets for the Tier II Group TAM Plan are included in the table below.

FFY2026 TAM Targets for Revenue Vehicles, Equipment, and Facilities

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

Tier I Language

Note: *The following text is optional for MPOs that only have a Tier I public transportation agency. Do* ***not*** *include this text if the MPO has a Tier II agency participating in the Group Plan.*

For Tier I providers, any Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP) adopted after September 30, 2026, will comply with the TAM Plans developed by the Tier I transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole. The performance measures and targets for Tier I plans can be found in each agency's individual TAM plan. Within the MPO NAME the TRANSPORTATION AGENCY NAME is a Tier 1 provider, as such TRANSPORTATION AGENCY NAME is responsible for the development of its TAM Plan. TRANSPORTATION AGENCY NAME TAM Plan was completed on DATE and can be found here: LINK. The MPOs planning process integrates the goals, objectives, performance measures, and targets described in the plan into its planning and programming process.

Table/Graphic: Insert performance measures as outlined in the relevant Tier I TAM Plan.

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at http://safety.fhwa.dot.gov/hsip/shsp/.

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would …	If an MPO establishes its own HSIP target, the MPO would…
■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets	■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

U.S. Department of Transportation
Federal Highway Administration

FHWA-SA-16-084

Safe Roads for a Safer Future
Investment in roadway safety saves lives
http://safety.fhwa.dot.gov

Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.

12/16/2026

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:

The Winchester/Frederick County (WinFred) MPO 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	6
Fatality Rate	0.602
Serious Injuries	48
Serious Injury Rate	4.486
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 bdavis@nsvregion.org and 540-636-8800 .

Respectfully,

Brandon Davis
Secretary/Treasurer

1729 North Shenandoah Avenue, 2nd Floor
Front Royal, VA 22630