



THE CITY OF
HARRISONBURG
VIRGINIA

TRANSIT STRATEGIC PLAN

Harrisonburg Department of Public Transportation (HDPT)

APPENDIX A

May 2024

Appendix A: Agency Profile and System Overview

A.1 History

Harrisonburg Department of Transportation (HDPT) was established in 1976 when the city government acquired a local taxi company. Two years later HDPT launched its first fixed route transit with two buses. The system grew and by 1983 HDPT began contracts with JMU and Harrisonburg City Schools to provide school bus service. This growth coincided with the inauguration of HDPT's first maintenance facility which allowed HDPT to become responsible for the maintenance of all city vehicles and equipment in addition to their own transit and school buses. In 1994 HDPT sold its taxi operations to a private operator.

In 2011 HDPT's downtown transfer center was relocated to a new hub at the parking lot of Roses at the corner of N. Gay St. and N. Mason St. The following year construction on a new administrative and maintenance facility, which is now HDPT's main facility, began and was completed in 2014.

A.2 Governance

HDPT is overseen and governed by the Harrisonburg City Council which is directly elected by eligible residents of the City of Harrisonburg. Voters elect five candidates to the council for a four term. The council then elects a mayor and deputy mayor from the five councilors. The current councilors are listed below with the dates of their current term:

- Mayor Deanna R. Reed (2021-2024)
- Vice Mayor Laura Dent (2021-2024)
- Council Member Christopher B. Jones (2022-2024)
- Council Member Dany Fleming (2023-2026)
- Council Member Monica Robinson (2023-2026)

As the council is charged with overseeing all functions of the city, it is advised by commissions and committees to provide informed recommendations. There are three committees which advise the council regarding matters of public transportation:

- The Planning Commission, which is responsible for guiding, interpreting, and shaping the city's Comprehensive Plan.
- The Transportation Safety and Advisory Committee, which reviews multimodal transportation safety matters that are submitted to them by city staff and the public and provides recommendations to the City on how to address the issue.
- Downtown Parking Advisory Committee, which monitors the policies regulating all on-street and off-street parking that is owned and operated by the City of Harrisonburg.

A.3 Organizational Structure

HDPT is structured with a director to whom all parts of the department report to. The director of HDPT also regular meets with HMU staff to discuss issues related to university services, and services as a member of the Metropolitan Planning Organization's policy board to represent HDPT in regional transportation planning efforts.

HDPT's assistant directory currently focuses planning, finance, and personnel, as well as any other duties assigned by the director.

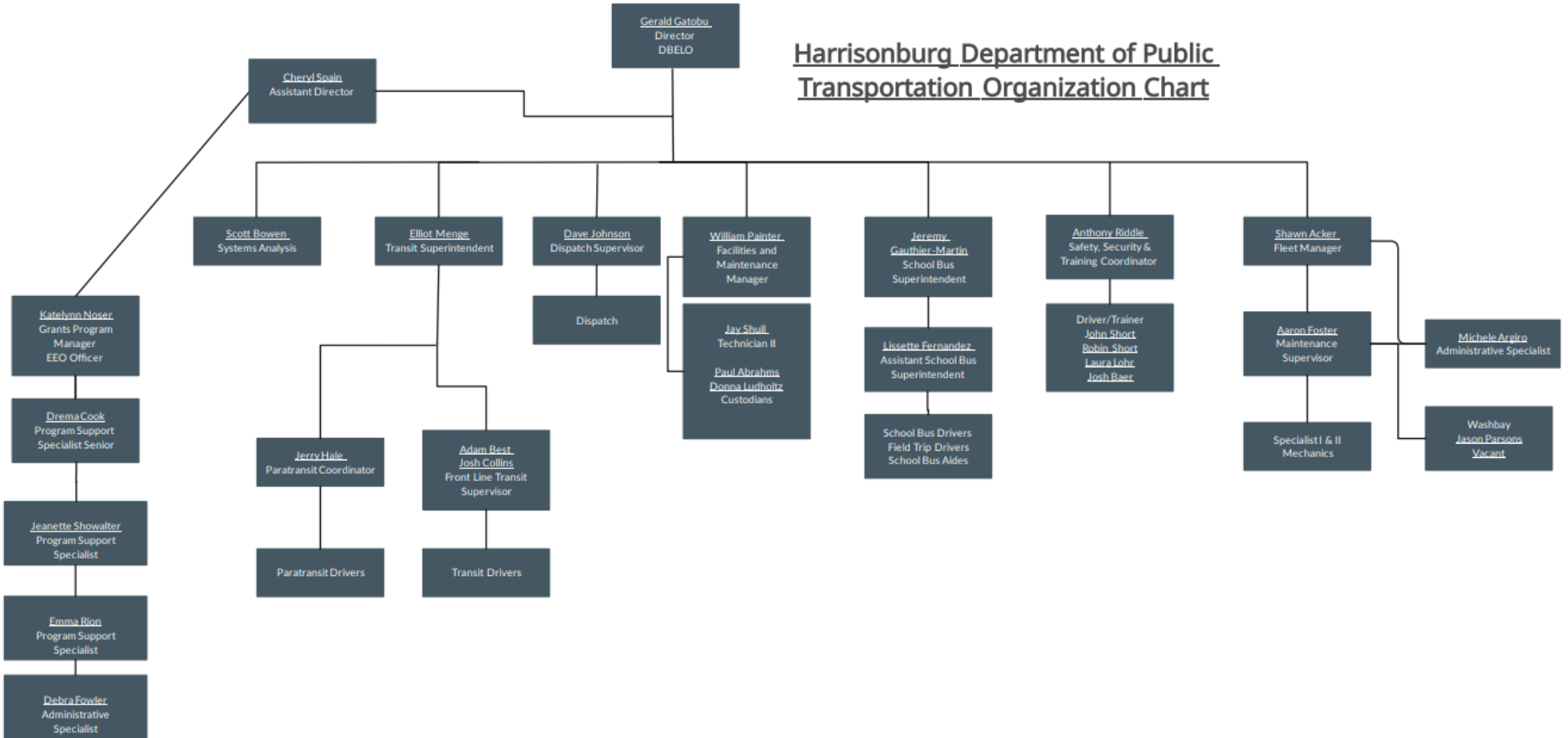


Operations is split between the system's regular transit service and the school bus service. The Transit Superintendent oversees the fixed route and paratransit service, while the school bus routes are overseen by the School Bus Superintendent.

HDPT's full organizational chart is shown on the next page.



Harrisonburg Department of Public Transportation Organization Chart



A.4 Services Provided and Areas Served

HDPT provides fixed route, paratransit, and school bus service to the City of Harrisonburg. Fixed route service provides coverage to the entire city and is subdivided into two categories: city routes, and JMU routes. The city routes are structured around the downtown hub connecting it to the different neighborhoods of the city while the JMU routes are structured to connect the JMU campus to areas with high student populations as well as downtown Harrisonburg and shopping centers. A map of the fixed route service is shown below in **Figure 1**.

For the six city focused routes, service is operated on an hourly schedule from 6:30am to 6:30pm on weekdays and 8:30am to 5:30pm on Saturdays. The ten routes that serve James Madison University (JMU) are offered during the fall and spring semesters. Seven of these routes operate from Monday to Friday, from 7:00 a.m. until 7:00 p.m. Generally, these routes operate on a twenty- to sixty-minute schedule. One route is offered only on Sundays and acts as a shuttle to nearby shopping areas. During the summer months, the JMU routes operate on a modified service schedule. The days of operation, span, and frequency of HDPT's current routes are shown below in **Table 1**.

In addition to fixed route transit within the City of Harrisonburg, HDPT also operates a shuttle connecting rural communities to the west of Harrisonburg to downtown. The Bridgewater/Dayton Shuttle operates on Tuesday and Thursday on different routes with fixed stops and several on-demand stops which can be requested by riders.

ADA compliant paratransit service is available to eligible riders who complete an application form. The service provides curb-to-curb connections anywhere within $\frac{3}{4}$ mile of HDPT fixed-route service. On fixed route buses riders with mobility devices are able to be properly secured using the installed securement system (four point tie down).

There are several designated transfer locations throughout the network, but two larger hubs with multiple shelters have been built at the East Gay Street Transfer Hub in downtown Harrisonburg, and the Godwin Transit Center on JMU's campus.



Figure 1: HDPT Fixed Route Network

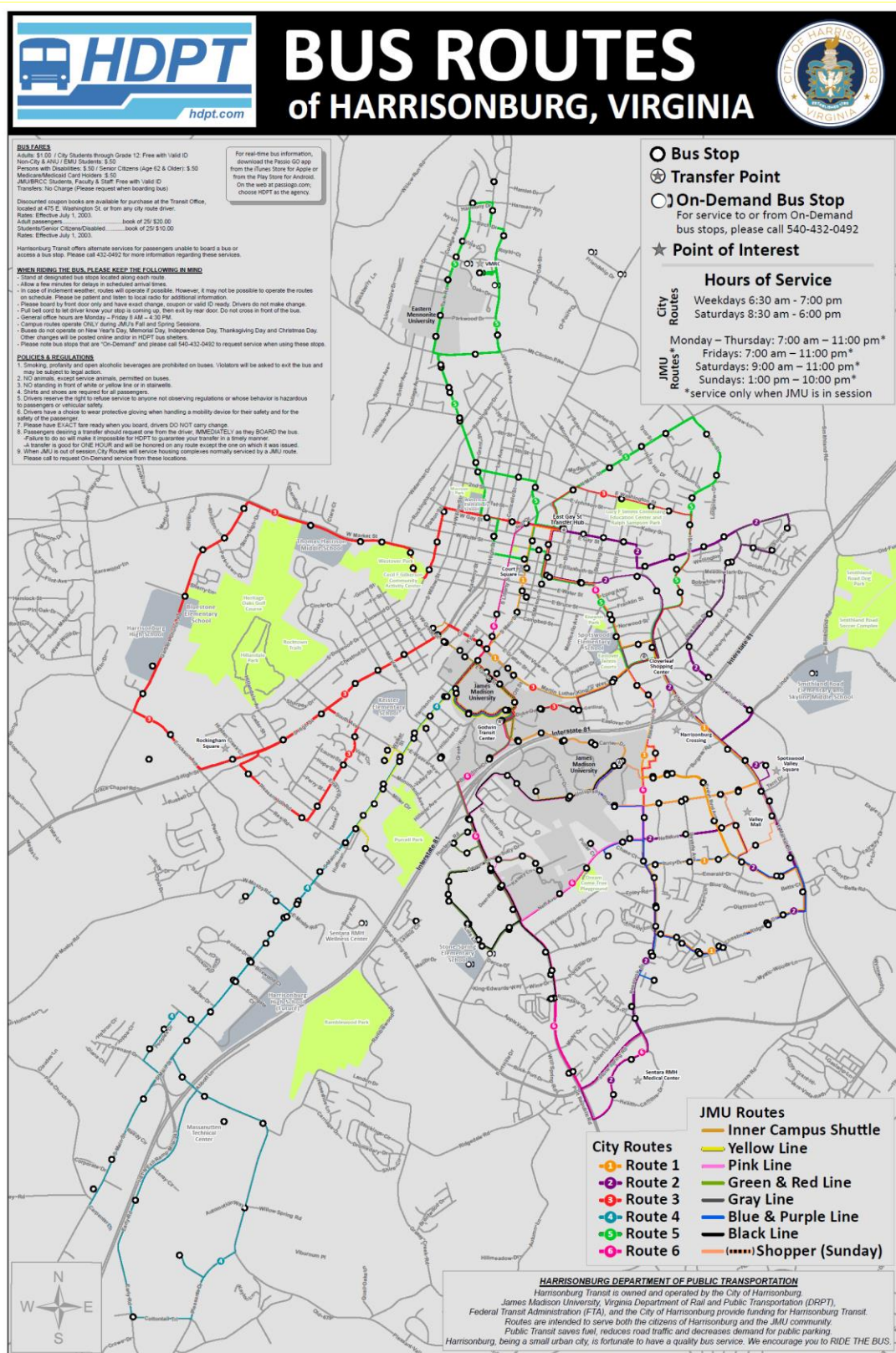


Table 1: Existing HDPT Service

Route	Route Name	Operation Days	Span	Frequency
1	City Route 1	Monday – Saturday	6:34 a.m. – 6:20 p.m. (M-F) 8:34 a.m. – 5:20 p.m. (Sat)	60 minutes
2	City Route 2	Monday – Saturday	6:30 a.m. – 6:16 p.m. (M-F) 8:30 a.m. – 5:16 (Sat)	60 minutes
3	City Route 3	Monday – Saturday	6:32 a.m. – 6:15 p.m. (M-F) 8:32 a.m. – 5:15 p.m. (Sat)	60 minutes
4	City Route 4	Monday – Saturday	6:50 a.m. – 6:37 p.m. (M-F) 8:50 a.m. – 5:37 p.m. (Sat)	60 minutes
5	City Route 5	Monday – Saturday	6:28 a.m. – 6:14 p.m. (M-F) 8:28 a.m. – 5:14 p.m. (Sat)	60 minutes
6	City Route 6	Monday – Saturday	6:32 a.m. – 6:18 p.m. (M-F) 8:32 a.m. – 5:18 p.m. (Sat)	60 minutes
7	JMU - Inner Campus Shuttle	Monday – Saturday	7:00 p.m. - 10:50 p.m. (M-F) 9:00 a.m. – 10:50 p.m. (Sat)	5 minutes (M-F) 30 minutes (Sat)
8	JMU - Yellow Line	Monday – Saturday	7:00 a.m. – 10:49 p.m. (M-F) 10:00 a.m. – 10:49 p.m. (Sat)	30 minutes
9	JMU - Pink Line	Monday - Friday	7:00 a.m. – 6:45 p.m. (M-F)	30 minutes
10	JMU – Green and Red	Monday – Friday	7:00 a.m. – 7:11 p.m. (M-F)	20 minutes
11	JMU – Blue and Purple Line	Monday – Friday	7:00 a.m. – 6:44 p.m. (M-F)	40 minutes
12	JMU - Black Line	Monday – Friday	7:08 a.m. – 6:57 p.m. (M-F)	30 minutes
13	JMU - Shopper	Monday – Saturday	1:00 p.m. – 10:30 p.m. (M-Sat)	45 minutes
14	Gold Line	Monday – Saturday	7:00 p.m. – 10:50 p.m. (M-F) 10:20 a.m. – 10:50 p.m. (Sat)	40 minutes
15	Silver Line	Monday – Saturday	7:00 p.m. – 10:47 p.m. (M-F) 10:20 a.m. – 10:47 p.m. (Sat)	40 minutes
16	Sunday Shopper	Sunday	1:00 p.m. – 10:16 p.m. (Sun)	30 minutes
17	Summer Shuttle	Monday – Friday	6:34 a.m. – 6:20 p.m. (M-F)	60 minutes
18	Bridgewater/Dayton Shuttle	Tuesday & Thursday	8:30 a.m. – 12:15 p.m. (Tue) 8:30 a.m. – 12:20 p.m. (Th) Both days could run later depending on appointments	N/A



A.5 Fare Structures, payments, and purchasing

HDPT currently operates fare-free for all riders. There are currently no plans to reintroduce fares on the system. The previous fare structure used is shown below in **Table 2**. Fares were paid by riders using exact change when boarding buses, or riders could purchase discounted coupon books onboard or at HDPT’s office which could be redeemed for rides.

Riders wishing to transfer between HDPT routes were able to request a transfer ticket when boarding their first bus. The single use transfer tickets would be honored on any HDPT route for up to one hour after being requested.

HDPT did not require identification in order to obtain a reduced fare, but if necessary, a Medicare card or proof of age could be requested to verify eligibility. High school students were required to show a valid student ID at all times in order to ride for free.

Table 2: HDPT's Former Fare Structure

Fare Category	Fare
Adults	\$1.00
Non-city and EMU/ANU students	\$0.50
City students through Grade 12*	No charge
Persons with Disabilities	\$0.50
Senior Citizens (age 62 and older)	\$0.50
Medicare/Medicaid Card Holders	\$0.50
JMU/BRCC Students, Faculty and Staff	Valid ID
Transfers	No charge
Adult Passengers (book of 25 coupons)	\$20.00
Students/Senior Citizens/Persons with Disabilities (book of 25 coupons)	\$10.00
ADA Paratransit	\$2.00



A.6 Transit Asset Management — Existing Fleet and Facilities

Existing Fleet

As of 2024, HDPT’s vehicle fleet consists of 42 heavy duty buses, 10 cutaway buses, and 2 modified vans that provide year-round service. It also includes 14 non-revenue vehicles. The full fleet roster is shown in **Table 3**.

Table 3: Fleet Roster

Equip #	Year/Make/Model	Type	Useful Life
75	2005 / PONTIAC / MONTANA	Auto	4
76	2015 / FORD / E450 / STARCRAFT	Auto	4
77	2010 / FORD / E450	Auto	4
78	2000 / FORD / F150	Auto	4
86	2006 / FORD / TAURUS	Auto	4
87	2020 / FORD / EXPLORER	Auto	4
91	2007 / FORD / XLT 4X4	Auto	4
93	2009 / FORD / TAURUS	Auto	4
94	1981 / CHECKER / A 11	Auto	4
95	2014 / FORD / EXPLORER	Auto	4
96	2004 / FORD / RANGER	Auto	4
97	2003 / FORD / EXPLORER	Auto	4
98	2016 / FORD / ESCAPE	Auto	4
99	2007 / FORD / 500	Auto	4
2007	2009 / GILLIG / G27B102N4	Bus	12
2008	2009 / GILLIG / G27B102N4	Bus	12
2009	2009 / GILLIG / G27B102N4	Bus	12
2010	2009 / GILLIG / G27B102N4	Bus	12
2011	2009 / GILLIG / G27B102N4	Bus	12
2012	2009 / GILLIG / G27B102N4	Bus	12
2013	2009 / GILLIG / G27B102N4	Bus	12
2014	2009 / GILLIG / G27B102N4	Bus	12
2015	2011 / GILLIG / G27B102N4	Bus	12
2016	2011 / GILLIG / G27B102N4	Bus	12
2017	2011 / GILLIG / G27B102N4	Bus	12
2018	2011 / GILLIG / G27B102N4	Bus	12
2019	2011 / GILLIG / G27B102N4	Bus	12
2020	2011 / GILLIG / G27B102N4	Bus	12
2021	2011 / GILLIG / G27B102N4	Bus	12
2022	2013 / GILLIG / G27B102N4	Bus	12
2023	2013 / GILLIG / G27B102N4	Bus	12
2024	2014 / GILLIG / G27B102N4	Bus	12
2025	2014 / GILLIG / G27B102N4	Bus	12
2026	2014 / GILLIG / G27B102N4	Bus	12
2027	2015 / GILLIG / G27B102N4	Bus	12
2028	2015 / GILLIG / G27B102N4	Bus	12
2029	2015 / GILLIG / G27B102N4	Bus	12
2030	2015 / GILLIG / G27B102N4	Bus	12



Equip #	Year/Make/Model	Type	Useful Life
2031	2016 / GILLIG / G27B102N4	Bus	12
2032	2016 / GILLIG / G27B102N4	Bus	12
2033	2016 / GILLIG / G27B102N4	Bus	12
2034	2016 / GILLIG / G27B102N4	Bus	12
2035	2016 / GILLIG / G27B102N4	Bus	12
2036	2016 / GILLIG / G27B102N4	Bus	12
2037	2016 / GILLIG / G27B102N4	Bus	12
2038	2016 / GILLIG / G27B102N4	Bus	12
2039	2021 / GILLIG / G27B	Bus	12
2040	2021 / GILLIG / G27B	Bus	12
2041	2021 / GILLIG / G27B	Bus	12
2042	2021 / GILLIG / G27B	Bus	12
2043	2021 / GILLIG / G27B	Bus	12
2044	2021 / GILLIG / G27B	Bus	12
2045	2021 / GILLIG / G27B	Bus	12
2046	2022 / GILLIG / G27B	Bus	12
2047	2022 / GILLIG / G27B	Bus	12
2048	2022 / GILLIG / G27B	Bus	12
2070	2023 / CHEVROLET / EXPRESS LOW FLO	Heavy Body on Chassis	10
2071	2023 / CHEVROLET / EXPRESS LOW FLO	Heavy Body on Chassis	10
2072	2023 / CHEVROLET / EXPRESS LOW FLO	Heavy Body on Chassis	10
2073	2023 / CHEVROLET / EXPRESS LOW FLO	Heavy Body on Chassis	10
2074	2024 / FORD / E450 / STARCRAFT	Body on Chassis	4
2075	2024 / FORD / E450 / STARCRAFT	Body on Chassis	4
2083	2015 / DODGE / BRAUN CARAVAN	Minivan	4
2084	2016 / DODGE / BRAUN CARAVAN	Minivan	4
2087	2019 / FORD / E450 / STARCRAFT	Body on Chassis	4
2088	2019 / FORD / E450 / STARCRAFT	Body on Chassis	4
2089	2021 / FORD / E450 / STARCRAFT	Body on Chassis	4
2090	2021 / FORD / E450 / STARCRAFT	Body on Chassis	4

Existing Facilities

HDPT Operations Facility

HDPT has one operations and maintenance facility, located at 475 East Washington Street. The facility was expanded and updated in 2014 and includes office, conference, and training space for the administrative and operations staff, as well as a staff kitchen, drivers lounge, and enclosed dispatch area.

Godwin Transit Center

The Godwin Transit Center is located on the James Madison University campus and is the largest activity center for the JMU-oriented fixed-routes. The transit center is also the stop for several intercity bus routes such as the Virginia Breeze. The shelters at this location are owned by JMU.



N. Gay and N. Mason Street

The Gay St Transit Hub is located in a leased portion of the parking lot of the Valley Plaza Shopping Center. The Gay St Transit Hub is the main transfer point for the city-oriented routes in downtown Harrisonburg.

Other Passenger Facilities

HDPT has installed shelters at many of their bus stops throughout Harrisonburg. These locations and the type of shelter and any additional amenities are listed below in **Table 4**.

Table 4: HDPT – Owned Passenger Shelters, Benches, and Related Accessories

Shelter or Bench Location	Size/Accessory
1351 Port Republic Road	12' Shelter, 1 bench, trash can, display case, advertising shelter
1738 E Market Street @ Firestone	12' Shelter, 1 bench, trash can, display case, advertising shelter
299 East Washington @ Street Simms Avenue	12' Shelter, 1 bench, trash can, display case
471 East Washington Street @ Hearthsone Lane	12 Shelter, 1 bench, trash can, display case
59 University Boulevard	12' Shelter, 1 bench, trash can, display case, advertising shelter
Aspen Heights – 2090 Aspen Heights Lane	16' Shelter, 2 benches, trash can, display case, advertising shelter
Charleston Townes – 47 Lucy Drive	12' Shelter, 1 bench, trash can, display case
Cloverleaf Shopping Center – 931 E Market Street	16' Shelter, 2 benches, trash can, display case
Comsomics/King's Market- 1334 Port Republic Road	10' Shelter, 1 bench
CSB – Rte. 11 North, 1240 N. Main Street	12' Shelter, 1 bench, trash can, display case
Eastern Mennonite University – 1303 Park Road	12' Shelter, 1 bench, trash can, display case
Friendship Industries – 803 Friendship Drive	12' Shelter, 1 bench, trash can, display case
Gift & Thrift – 741 Mt. Clinton Pike	12' Shelter, 1 bench, trash can, display case, advertising shelter
Hardesty-Higgins House – 45 E. Bruce Street	Solar shelter, bench, trash can
Harrisonburg Family Practice – 1835 Reservoir Road	12' Shelter, 1 bench, advertising shelter
High School Parking Lot – 1115 Garbers Church Road	12' Shelter, 1 bench, trash can, display case
Kline's Dairy Bar – 52 East Wolfe Street	12' Shelter, 1 bench, trash can, display case, advertising shelter
Market Square East – 1669 E. Market Street	12' Shelter, 1 bench, trash can, display case, advertising shelter
Martins – 2121 E. Market Street	12' Shelter, 1 bench, trash can, display case, advertising shelter
Memorial Hall – 397 S. High Street	12' Shelter, 2 benches, display case
Memorial Hall – 397 S. High Street	12' Shelter, 2 benches, display case



Shelter or Bench Location	Size/Accessory
Memorial Hall – 397 S. High Street	12' Shelter, 2 benches, display case
Overlook at Stone Spring – 601 John Tyler Circle	16' Shelter, 2 benches, trash can, display case, advertising shelter
Red Front Supermarket – 667 Chicago Avenue	12' Shelter, 1 bench, trash can, display case
Ridgeville – 2357 Reservoir Road	12' Shelter, 1 bench, advertising shelter
Roses Transfer Station – 170 E. Gay Street	12' Shelter, 1 bench
Roses Transfer Station – 170 E. Gay Street	4 benches, 2 display cases
Roses Transfer Station – 170 E. Gay Street	12' Shelter, 1 bench, trash can, display case
Roses Transfer Station – 170 E. Gay Street	30' Shelter with two 24' benches
Spotswood Square Shopping Center (Kroger) – 1764 E. Market Street	12' Shelter, 1 bench, trash can, display case, advertising shelter
TH Middle School – 1425 W. Market Street	12' Shelter, 1 bench, trash can, display case
The Harrison – 1144 Devon Lane	12' Shelter, 1 bench, advertising shelter
The Harrison – 1174 Devon Lane	12' Shelter, 1 bench, advertising shelter
The Harrison – 1239 Devon Lane	12' Shelter, 1 bench, non-advertising shelter
The Pointe – 505 Chestnut Ridge Road	12' Shelter, 1 bench, non-advertising shelter
Upper Copper Beech	16' Advertising shelter, 1 bench
Valley Mall Entrance – 1907 E. Market Street	12' Shelter, 1 bench, trash can, display case, advertising shelter
Valley Mall – 152 Neff Avenue	12' Shelter, 1 bench, advertising shelter

A.7 Transit Security Program

HDPT Facilities

The HDPT operations and maintenance facility and bus parking area is fenced and locked for secure vehicle and property storage. To properly secure areas of the building, the interior and exterior door locks are coded to allow access via key fobs. A coded key fob is also required to access the downstairs of the facility, which includes the drivers' lounge, dispatch area, and staff kitchen. Any visitors to the facility can enter the facility lobby but would require a staff member to accompany them to access any other parts of the facility.

The building is secured from the transit vehicle parking area as well, with a key fob required to enter from the bus parking lot to the building. There are security cameras installed on the building and in the parking lot. The buildings are protected with fire alarms and periodic building evacuation drills are held.

HDPT Vehicles

HDPT vehicles are equipped with surveillance cameras. In addition, drivers use a two-way radio system to communicate with the dispatcher. The radios are equipped with panic buttons that call the police if an emergency requires this action. The drivers also have a separate panic button that triggers the head sign of the bus to read "Call 911." HDPT's new onboard technology system lets drivers know that dispatch has received their distress message.

Drivers are trained in the use of the radios and panic buttons and receive training with regard to suspicious packages and emergency procedures. Drivers are also trained in bus evacuation and the use of fire extinguishers.



A.8 Intelligent Transportation Systems (ITS) Programs

ITS programs in public transportation encompass a broad range of communication-based information and electronics technologies that serve to improve safety, efficiency, and service, through use of real-time information.

HDPT has been using ITS technologies for the fixed-routes services since the 2012 implementation of NextBus, which allows staff to see where vehicles are located, as well as providing customers with real-time transit information via a web-based interface. HDPT upgraded this technology to include additional features, including mobile data terminals (MDT) for a number of functions, and a mobile application for customers to receive real-time transit information on their smart phones, in 2017 with Avail Technologies. HDPT recently conducted a procurement process for an upgrade to the fixed-route ITS processes and selected Passio Technologies as the vendor.

The Passio Technologies products have been installed and include the following:

- Computer Assisted Dispatch/Automatic Vehicle Location (CAD/AVL), which replaced the previous system. This CAD/AVL system encompasses real-time transit information provided to the dispatch center as well as to customers.
- “Passio GO,” which is the Passio system’s mobile application so that riders can access real-time transit information via smart phone.
- Mobile Data Terminals – The MDTs are used by drivers to track ridership by fare type, much like they did with manual tally counters. The MDTs are also used for a number of other applications, including signing onto the system, recording the pre-trip/post-trip inspection report, and providing schedule adherence information.
- Passio Navigator - The database/dispatch program that stores the information collected via the MDTs and provides features such as messaging and equipment status monitoring.
- Automatic Passenger Counters (APC), which have the capability to provide boarding data by stop.

The new fixed-route technologies were implemented over the summer of 2022, with full implementation occurring with the August service increase associated with the JMU fall semester.

A.9 Data Collection and Ridership/Revenue Reporting Method

Fixed-route ridership data are first recorded by the drivers who classify each boarding passenger type on the MDT. With the new Passio system, the ridership information entered by the drivers through the MDTs populates the Passio Navigator ridership database directly. The new MDTs that are part of the Passio package include data that many systems collect using electronic fareboxes. HDPT uses the MDTs to help automate ridership data, rather than investing in electronic fareboxes, which are not seen as necessary, especially while HDPT is operating fare-free. The calculations for fixed-route revenue miles and revenue hours are collected from Navigator. Deviations to the schedule are entered by route each day. Using Navigator, both daily and monthly reports are generated.



A.10 Coordination with Other Transportation Service Providers

BRITE Bus

The BRITE Bus is a regional public transportation program provided by the Central Shenandoah Planning District Commission. The BRITE Bus offers public transportation services in the Cities of Staunton and Waynesboro and in Augusta County. BRITE Bus’ Blue Ridge Community College (BRCC) Shuttle provides a connection between JMU, BRCC and downtown Staunton where connections are available to other BRITE bus services to the Staunton Amtrak station.

Human Service Agency Transportation Programs

There are several human service agencies in the Harrisonburg area that provide transportation for their clients. Typically, these services offer access from a client’s home to the program site and back, trips for medical appointments, and/or group trips. The clients of the programs use HDPT for some of their trip needs. Some of these agencies also purchase HDPT tickets for their clients.

JMU

JMU has a contract with HDPT to provide significant transit service to meet the needs of students during the academic year. Within JMU there are student groups and private companies which organize rideshares for students, staff, and faculty. Bike rentals are offered through the University Recreation department.

Intercity Travel

JMU’s Godwin Transit Center is also the hub for Harrisonburg’s intercity buses including the Virginia Breeze, Wanda Coach Bus and OurBus which provide year-round connections throughout Virginia and to Washington, D.C., New York City, NY, Harrisburg, PA, and Atlanta, GA. CollegeTransit and BreakShuttle also provide connections during breaks in the academic year. Harrisonburg is not directly served by rail, but connections to the Staunton Amtrak station are available through BRITE Bus. The Staunton Amtrak station is served by three weekly round trips on the Cardinal between Chicago and Washington, D.C.

Ridesharing Services

Ridesharing service, including carpool and vanpool matching services and a guaranteed ride home program are offered through a partnership between the Central Shenandoah Planning District Commission (of which Harrisonburg is a member) and the Thomas Jefferson Planning District Commission through its rideSHARE program. The service is available to anyone commuting into or out of the Central Shenandoah Valley and Centra Virginia.

Taxi and Transportation Network Companies

A list of taxi and transportation network companies (TNCs) that operate within the City of Harrisonburg are shown below in **Table 5**.

Table 5: Taxi and Transportation Companies within Harrisonburg

Name	Address	Zip Code
ABC Cab of Harrisonburg	3120 Brookshire Drive	22801
Checkered Cab	22 E. Market Street	22801
Green Taxi Cab	4681 S. Valley Pike	22801
Royal Cab	954 S. High Street	22801
Yellow Cap	1391 N. Liberty Street	22801



Name	Address	Zip Code
Uber – TNC	www.uber.com	
Lyft – TNC	www.lyft.com	

A.11 Current Initiatives

Harrisonburg Multimodal Transit Center

HDPT has identified the need to develop a purpose-built multimodal center that will accommodate the city’s fixed route transfers as well as providing a park and ride lot to serve users of the Virginia Breeze and other intercity bus routes. In 2022 HDPT completed the Harrisonburg Multimodal Transit Center Feasibility Study to evaluate potential sites, develop conceptual designs and cost estimates, and identify funding options for the transit center. The development of a new multimodal center will also provide the opportunity for the city to have a transit center that is fully ADA-compliant and designed for safe pedestrian and bicycle access. The city’s vision for the project is that it will: provide the opportunity for improved mobility and access through improved parking facilities and multimodal links; enhance transit riders, both locally and within the region; and maintain community character while improving transportation, circulation, and parking options for resident and visitors. The city’s FY25-29 CIP includes \$1M to acquire land for the transit center in 2026.

Vehicle Replacement

The City of Harrisonburg’s FY25-29 CIP includes annual funding for the replacement of 26 buses and 2 paratransit vehicles, and the addition of 4 new paratransit vehicles to the fleet over the course of the CIP. The new paratransit vehicles will be low floor buses with an expected useful life of 10 years. The replacement of the vehicles is needed as the fleet has aged and maintenance costs of the vehicles and frequency of road calls will increase.

ITS

HDPT has \$3M of funding in the city’s CIP to issue requests for proposals and then implement a new ITS system for their transit buses and camera system for both fixed-route and paratransit vehicles.

