



Regional Transit Updates

Charlottesville-Albemarle MPO

Staunton-Augusta-Waynesboro MPO

Joint Policy Board Meeting

Zach Trogon, Chief of Public Transportation

September 30, 2025



Virginia Breeze – Tidewater Current

Virginia Breeze Bus Lines



Launched in December 2017 to connect underserved rural communities to national bus network and other transportation modes



Valley Flyer was original route and connected Blacksburg to Union Station in D.C. Service funded through FTA Intercity Bus Program and ticket sales

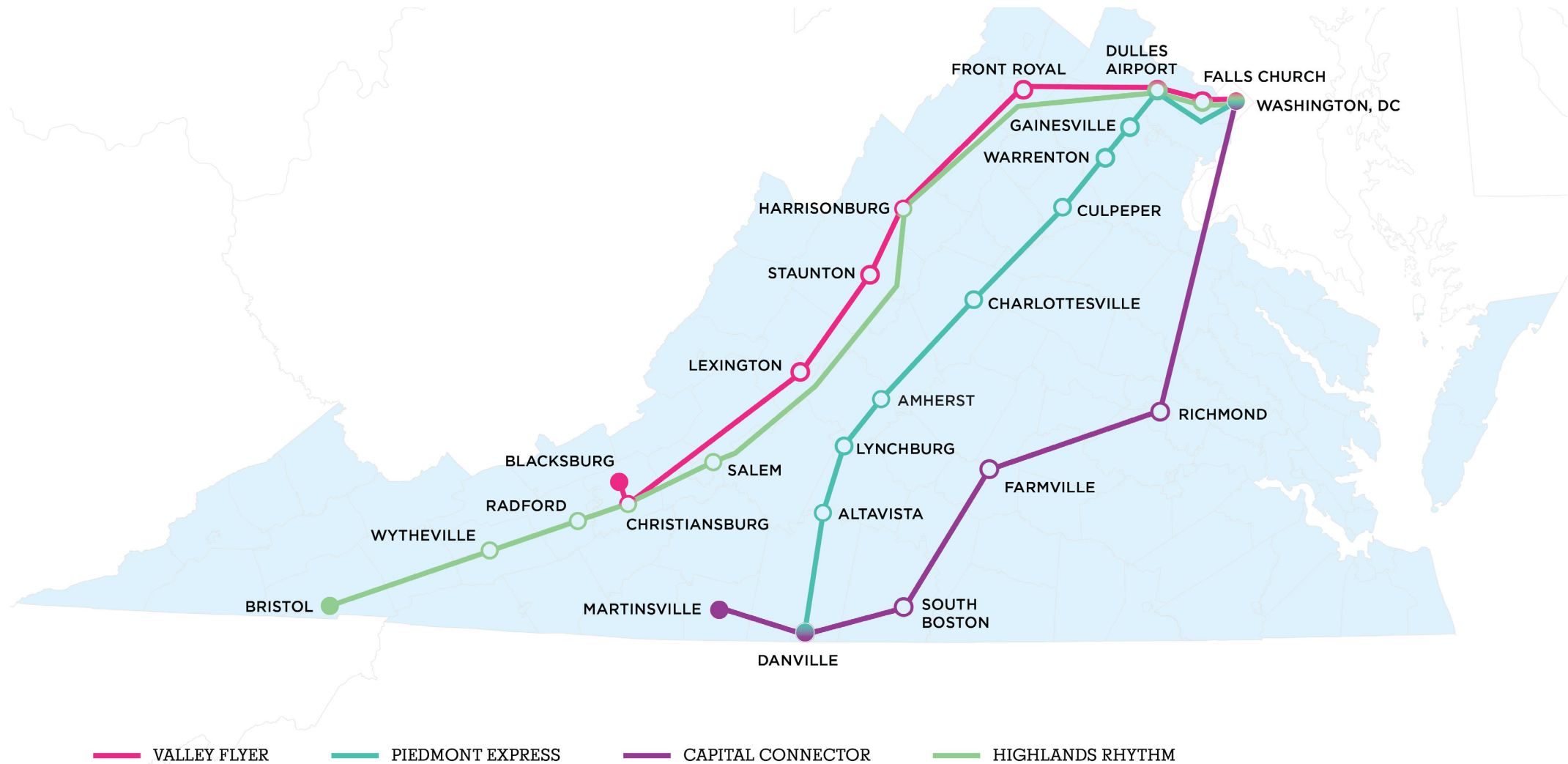


Expanded service throughout COVID-19 establishing four routes connecting Washington, DC to the Shenandoah and New River Valley and the Southern Racing, Piedmont, and Highlands Regions.

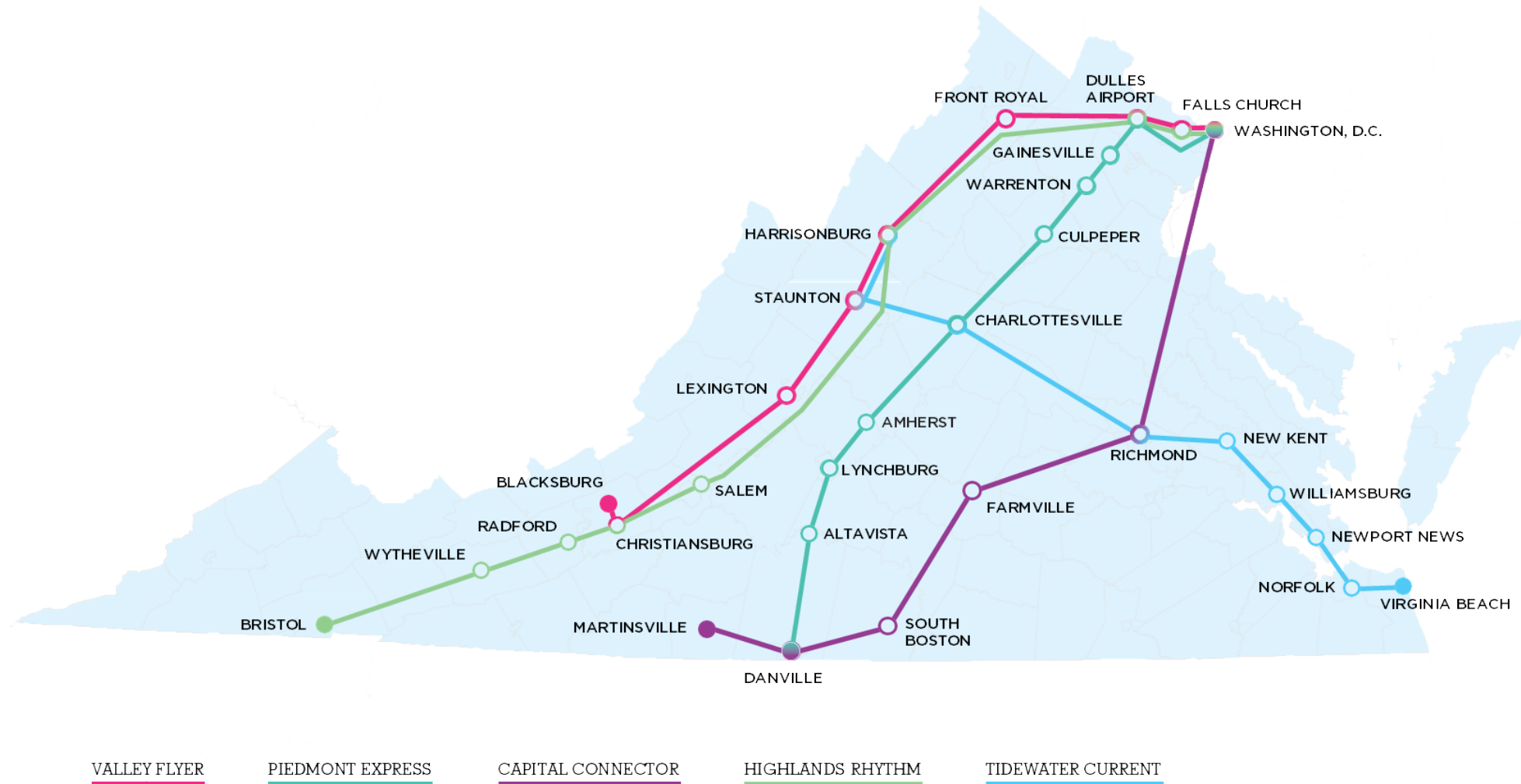


Operated by Dillon's Bus Service, owned by Coach USA, which provides vehicles, drivers, and maintenance.

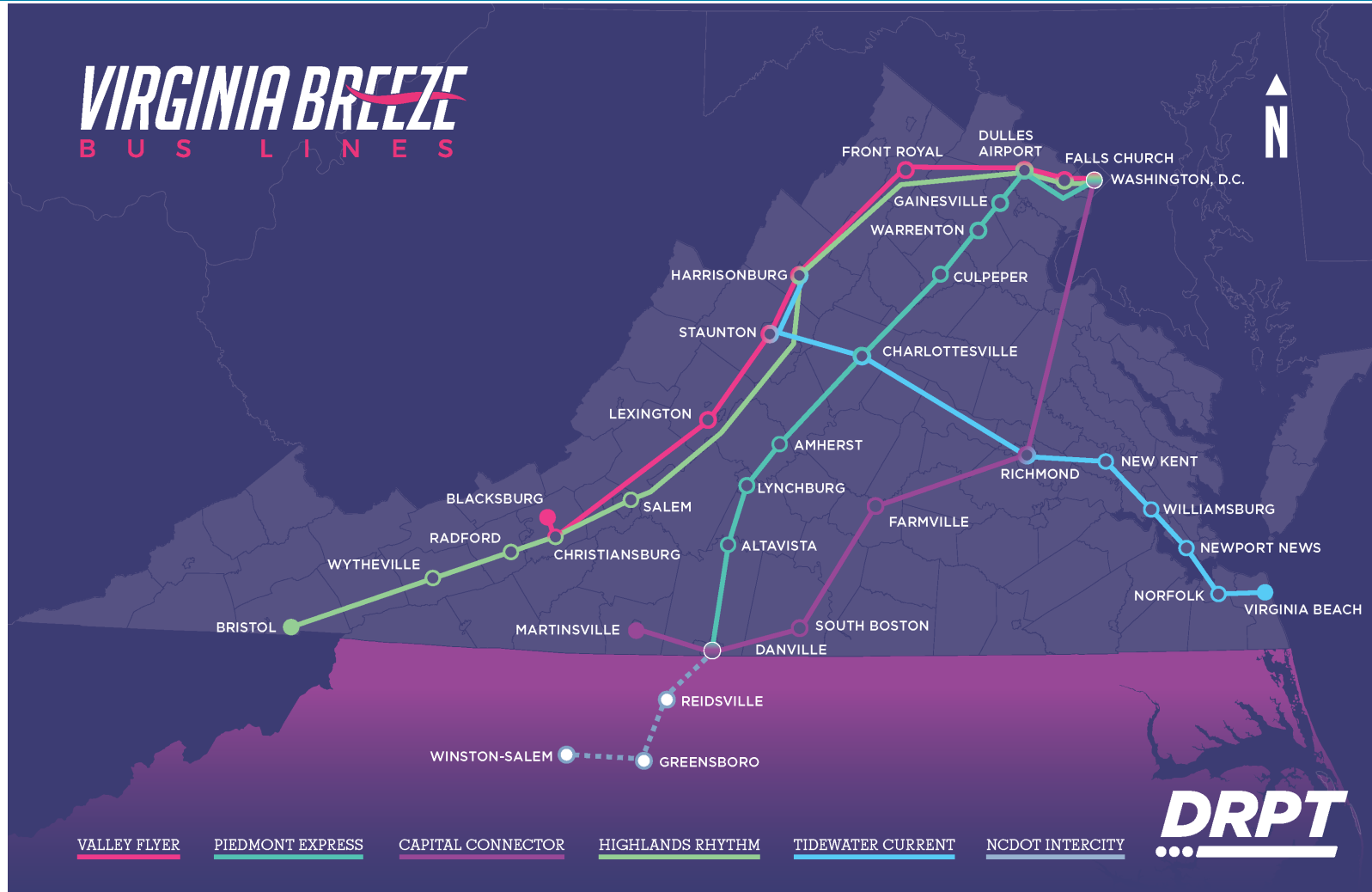
Current Virginia Breeze Routes



Future Virginia Breeze Routes



DRPT & NCDOT Intercity Routes



Virginia Intercity Service Expansion Coming FY26

-  Connects Shenandoah Valley to Hampton Roads region
-  Stops to likely include Harrisonburg, Staunton, Charlottesville, Richmond, New Kent, Williamsburg, Newport News, Norfolk, and Virginia Beach.
-  365 days per year with bi-directional (East/West) service
-  Continued collaboration with North Carolina to connect to existing ICB service in Hampton Roads



Coordinated Human Service Mobility (CHSM) Plan

CHSM Plan Update - Purpose



- **Identify the transportation needs** of individuals with disabilities, seniors, veterans, and people with low incomes, provide strategies for meeting those local needs
- **Prioritize transportation services and projects** for funding and implementation
- Current plan last updated in 2022

2025 Update

01

Identify transportation needs of individuals with disabilities, seniors, veterans, and people with low incomes

02

Understand the gaps in access to transportation that limit mobility

03

Provide feasible, measurable, impactful strategies

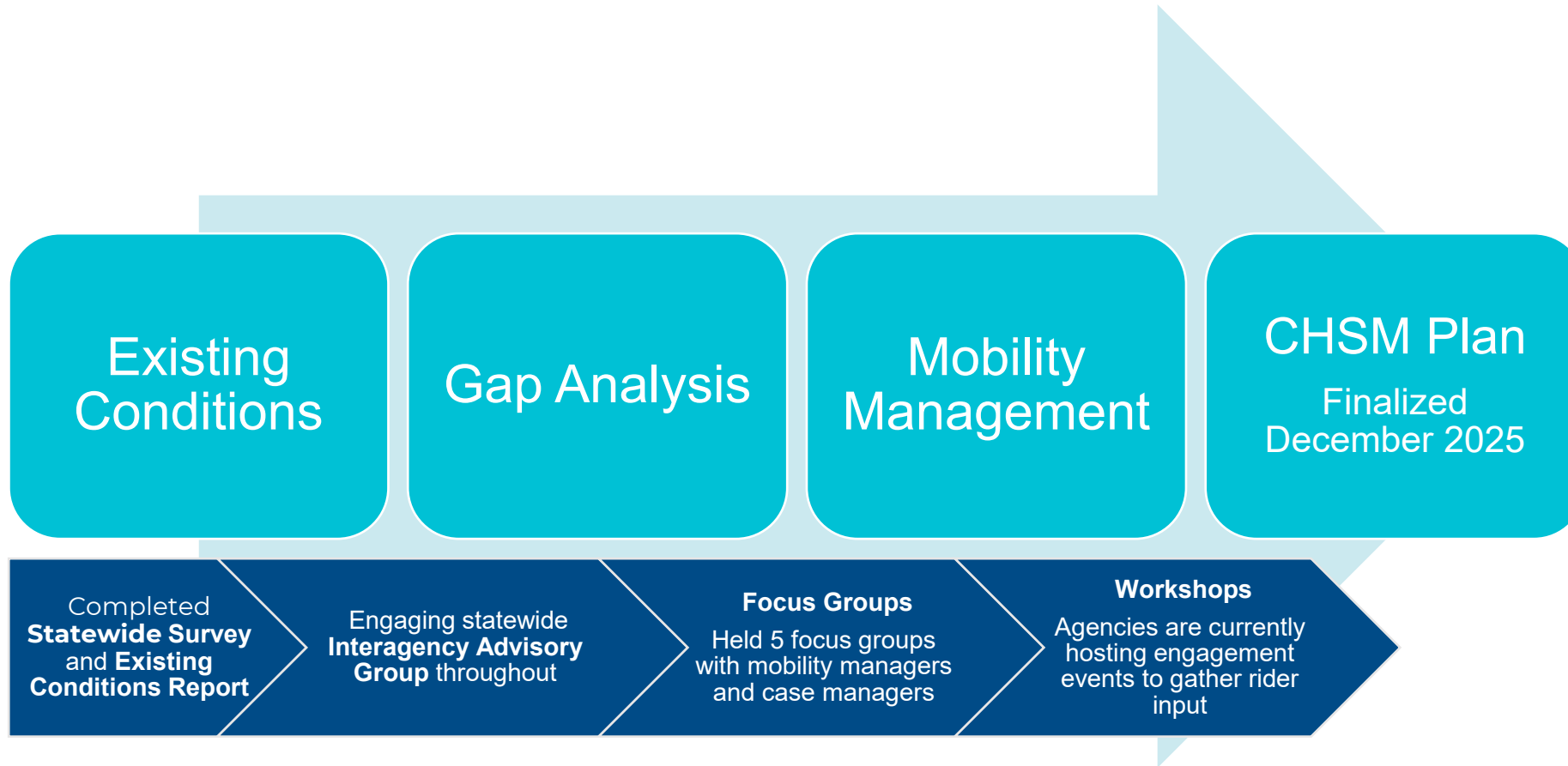
04

Clarify funding sources to support implementation

05

Recommend opportunities to improve the 5310 Program administration

CHSM Plan Process



MERIT Capital and Operating Review

Goals of the MERIT Review

- Emphasis on **outcome focused metrics** (ridership/service) vs. input (operating cost) focused metrics
- Emphasizing **performance-based** allocation
- Formula **simplification**
- Year-over-year **predictability** in allocation

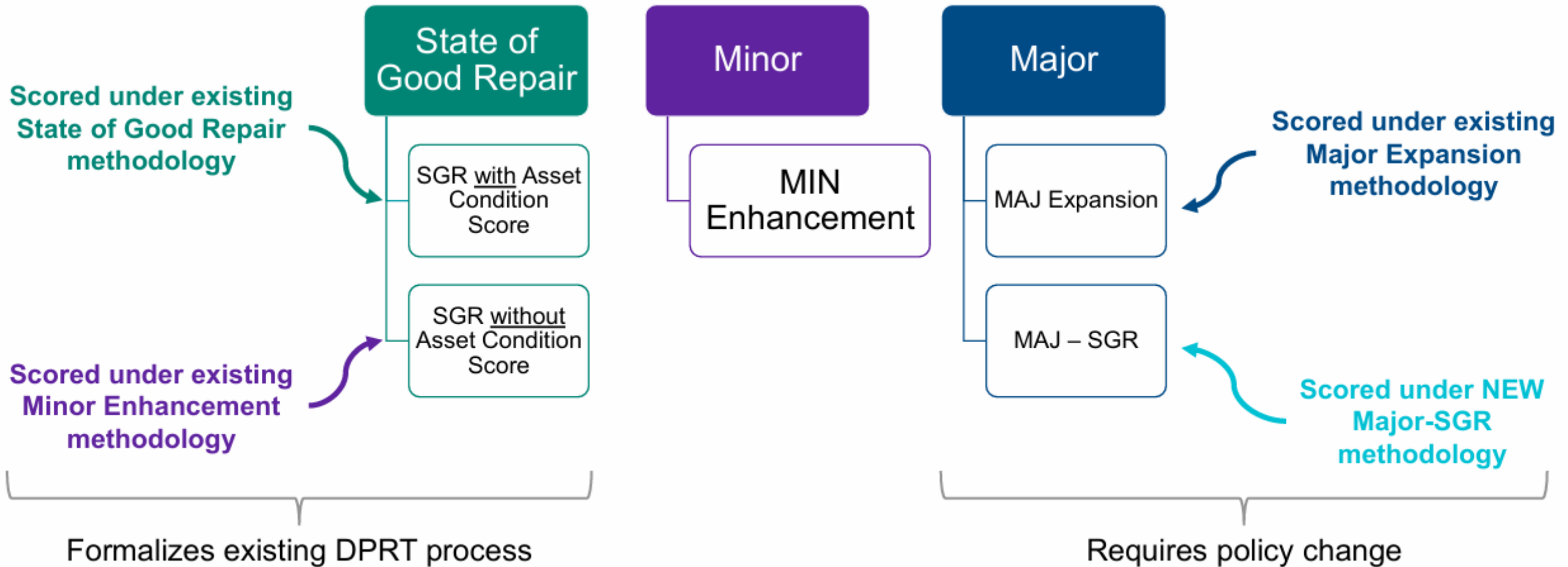


MERIT – Capital Assistance

Transit Capital Projects are classified into three categories:

	State of Good Repair	• Replace or rehab existing asset <u>and</u> project cost $\leq$ \$3M	68% maximum state match
	Minor Enhancement	• Add capacity or new assets <u>and</u> project cost $\leq$ \$3M • Expansion vehicle purchase of $\leq$ 5 vehicles or 5% fleet (greater of) • All projects for engineering and design	68% maximum state match
	Major Expansion	• Add, expand, or improve services or facilities <u>and</u> project cost $>$ \$3M • Expansion vehicle purchase of $>$ 5 vehicles or 5% fleet (greater of)	50% maximum state match

Proposed New Subcategories



Proposed Incentive Scoring

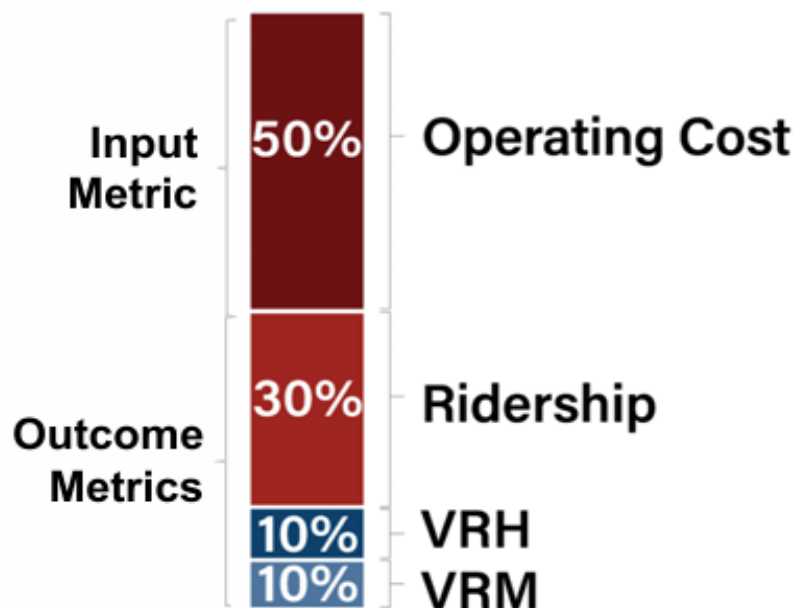


- Continue to incentivize the 3 existing Agency Accountability criteria
- Add 2 new Good Grants Management incentive criteria
 - **Project Progress:** Award to agencies that have no projects >2 years old with no claims/invoices against them
 - Incentivizes agencies to show progress is being made on already funded projects
 - **Project Closeout:** Award to agencies that have no projects >90 days expired
 - Incentivizes agencies to closeout projects in a timely manner
- Award 2 points for each of the 5 criteria (up to 10 points total)

MERIT – Operating Assistance

CURRENT FORMULA

STEP 1: Sizing Metric



STEP 2: Performance (Trend) Adjustments

20%	X Pax/ VRH SP-Weight
20%	X Pax/ VRM SP-Weight
20%	X Cost/ VRH SP-Weight
20%	X Cost/ VRM SP-Weight
20%	X Cost/ Pax SP-Weight

Redistribution - Return to Step 1

MERIT funding for
each agency
capped at
30% of prior year
Operating Cost

Pax = Passengers

VRH = Vehicle Revenue Hour*

VRM = Vehicle Revenue Mile*

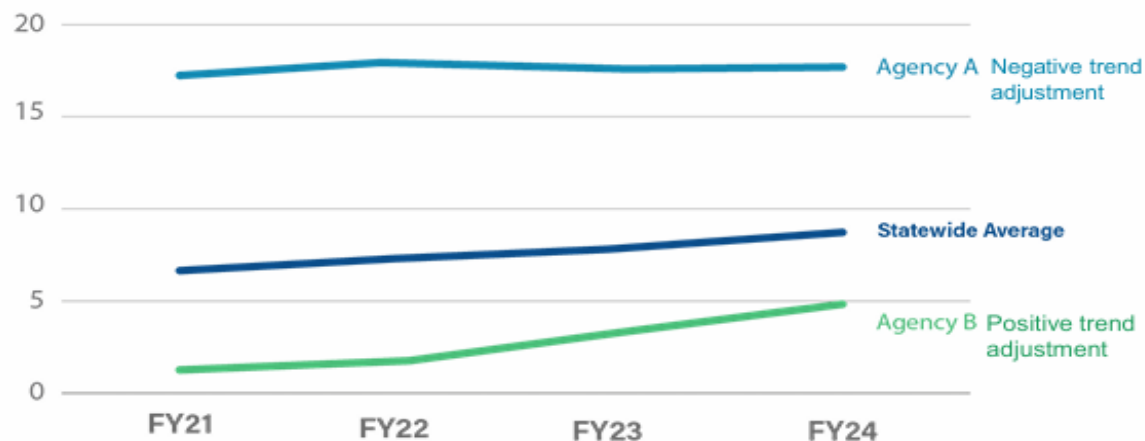
* Includes deadhead for Commuter Bus services

Performance Trend Adjustment vs. Direct Performance Measurement

TREND ADJUSTMENT

- Rewards movement of performance metrics that beats statewide trends
- Agency trends are compared to statewide average trends to compute **relative** direction of change over time: **improving, steady or declining**
- Does not measure performance relative to others

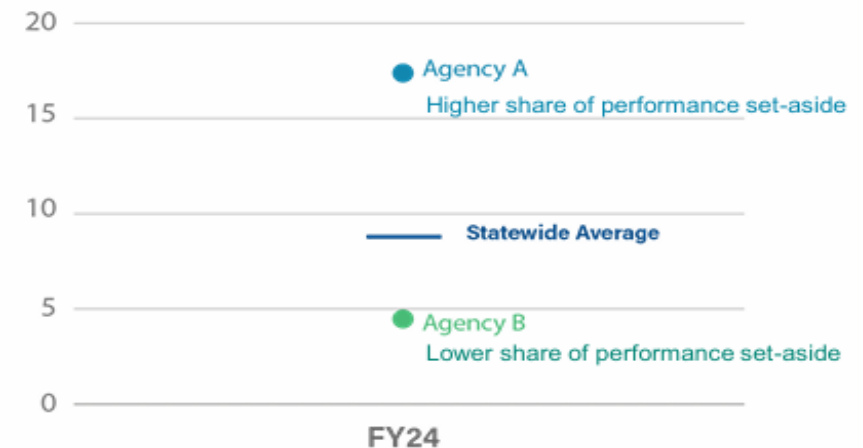
Trend Comparison
Riders per Hour - 4 Years



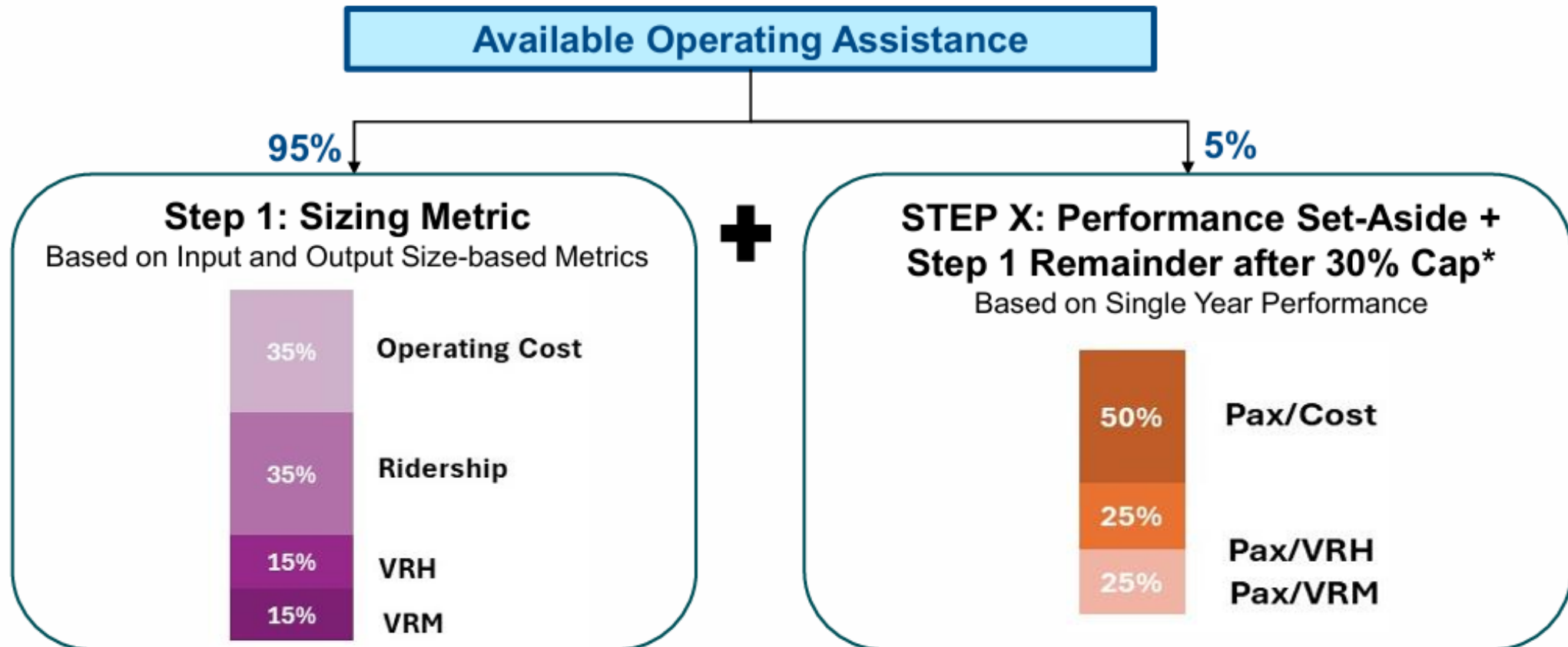
DIRECT PERFORMANCE MEASUREMENT

- Individual data points that quantify how well a transit system is performing relative to others
- Agencies compared directly on specific metrics to determine **higher vs. lower** performance outcomes.

Direct Metric Comparison
Riders per Hour - 1 Year



Sizing + Performance Adjustment Scenario



Pax = Passengers

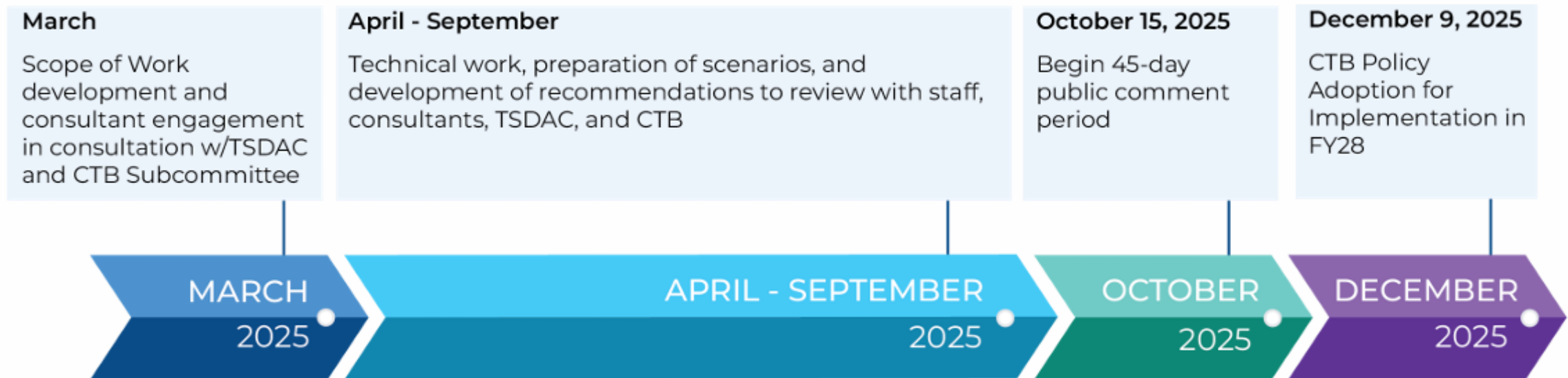
VRH = Vehicle Revenue Hour*

VRM = Vehicle Revenue Mile*

* Includes deadhead for Commuter Bus services

*MERIT funding for each agency capped at 30% of prior year Operating Cost

Timeline



Contact Information

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