



Meeting of the Transportation District Commission of Hampton Roads

Thursday, January 27, 2021, via Zoom Format

A meeting of the Transportation District Commission of Hampton Roads will be held on Thursday, January 27, at 1:00 p.m. via Zoom.

Pursuant to the declared state of emergency in the Commonwealth of Virginia in response to the COVID-19 pandemic and to protect the public health and safety of the Board members, staff, and the general public, the TDCHR meeting will be held electronically via zoom.

The meeting is open to the public and in accordance with the Board's operating procedures and in compliance with the Virginia Freedom of Information Act, there will be an opportunity for public comment at the beginning of the meeting.

The agenda and supporting materials are included in this package for your review.



Meeting of the Transportation District Commission of Hampton Roads

Thursday, January 27, 2022, • 1:00 p.m. via Zoom

AGENDA

1. Call to Order & Roll Call
2. Public Comments
3. Approval of December 9, 2021, Meeting Minutes
4. President's Monthly Report - William Harrell
 - A. Board Updates
5. Committee Reports
 - A. Audit & Budget Review Committee - Commissioner Gray/
Conner Burns, Chief Financial Office
 - November and December 2021 Financial Reports
 - B. Management/Financial Advisory Committee – Commissioner Jackson/
Conner Burns, Chief Financial Officer
 - C. Operations & Oversight Committee - Commissioner Fuller/
Sonya Luther, Director of Procurement
 - **Contract No: 22-00168 Light Rail Transit Batteries and Testing Equipment**

Recommending Commission Approval: Award of a contract to Alpine Power Systems, Inc. to provide 147 replacement batteries and associated testing equipment for the Light Rail Traction Power Substations in the not-to-exceed amount of \$104,156.

- **PO0006448 – Peoplesoft HCM Severity 1 Fixes and US Tax Form Updates (Renewal)**

Recommending Commission Approval: Award of a Purchase Order to Oracle to provide PeopleSoft Human Capital Management Severity 1 Fixes and United States 1099 tax form updates in the total amount of \$120,000.

- D. Planning/New Starts Development Committee – Commissioner Ross-Hammond/
Ray Amoruso, Chief Planning & Development Officer
 - E. External/Legislative Advisory Committee - Commissioner Kanoyton/
Gene Cavasos, Director of Marketing and Communications
 - F. Smart Cities & Innovation Committee – Commissioner McClellan/
Michael Price, Chief Information/Technology Officer
 - G. Paratransit Advisory Subcommittee – Chair Brian Trickler/
Keith Johnson, Paratransit Services Contract
Administrator
 - H. Transit Ridership Advisory Sub-Committee – Ms. Denise Johnson, Chair/
Rodney Davis, Director of Customer Relations
- 6. Old and New Business
 - 7. Comments by Commission Members
 - 8. Closed Session (as necessary)
 - 9. Adjournment

**The next meeting will be held on Thursday, February 24, 2022.
Location to be determined.**



Meeting Minutes of the Transportation District Commission of Hampton Roads

Wednesday December 9, 2021 • 1:00 p.m. Norfolk, VA, and Hybrid Zoom Meeting

Call to Order.

A quorum was attained, and Chair McClellan called the meeting to order at 1:02 p.m.

Commissioners in attendance:

Chairwoman McClellan, Norfolk
Vice-Chair Rouse, Virginia Beach
Commissioner Hunter, Portsmouth
Commissioner Fuller, Chesapeake
Alt. Commissioner Sorey, Chesapeake
Commissioner Houston, Norfolk
Alt. Commissioner DeBruhl, DRPT - via Zoom
Commissioner Kanoyton, Hampton - via Zoom
Commissioner Bullock, Newport News
Alt. Commissioner Cipriano, Newport News
Commissioner Glover, Portsmouth
Alt. Commissioner Jackson, Portsmouth
Commissioner Ross-Hammond, Virginia Beach
Commissioner Simonds, House Representative

Hampton Roads Transit Staff in attendance:

Ray Amoruso, Chief Planning and Development
Debbie Ball, Director of Finance - via Zoom
Michele Bacon-Goode, Contract Administrator - via Zoom
Sam Ballard, Client Technology Engineer - via Zoom
Brian Smith, Deputy CEO
Keisha Branch, Director of the Office of Program & Project Excellence - via Zoom
Amy Braziel, Manager of Operations Administration via Zoom
Alexander Brink, Supervisor, HRT- via Zoom
Conner Burns, Chief Financial Officer
Danielle Burton, Operations Support Technician - via Zoom
David Burton, General Counsel, Williams Mullen
Gene Cavazos, Director of Marketing & Communications
Juanita Davis, Budget Analysis III - via Zoom
Rodney Davis, Director of Customer Relations via Zoom
Scott Demharther, Director of Facilities - via Zoom
Sheri Dixon, Director of Revenue Services - via Zoom
Jennifer Dove, Civil Rights and Grants Coordinator - via Zoom
Angela Glass, Director of Budget & Financial Analysis - via Zoom
William Harrell, President and CEO

Danielle Hill, HR Compliance Manager - via Zoom
Tom Holden, Media Relations Specialist
Angela Hopkins, City of Newport News - via Zoom
Keith Johnson, Paratransit Services Contract Administrator via Zoom
Shane Kelly, Security Specialist
Larry Kirk, Assistant Director of Finance - via Zoom
Sonya Luther, Director of Procurement
Tracy Moore, Director of Training - via Zoom
Shanti Mullen, Manager of Internal Audit - via Zoom
Sibyl Pappas, Chief Engineering & Facilities Officer
Michael Perez, Operations Contract and Project Administrator - via Zoom
Noelle Pinkard, Organizational Advancement Officer - via Zoom
John Powell, Telecommunications Specialist
Michael Price, Chief Information Officer/CTO
Jim Price, Chief Transit Operations Officer
Luis Ramos, Sr. Executive Administrator/Commission Secretary
Ty Reynolds, Human Resources Manager - via Zoom
Dawn Sciortino, Chief Safety Officer
Ben Simms, Director of Transportation (Bus & Rail) - via Zoom
Alex Touzov, Director of Technology Services - via Zoom
Michele Trader, Records Management Administrator - via Zoom
Robert Travers, Corporate Counsel
Fevrier Valmond, Deputy Director of Procurement - via Zoom
Nikki Walker, Auditor I - via Zoom
James Wall, Director of Maintenance - via Zoom
Kim Wolcott, Chief of Human Resources
Andrew Zalewski, Foursquare, ITP - via Zoom

Others in attendance in person:

Amy Inman, City of Norfolk,
Mark Shea, City of Virginia Beach
Carl Jackson, City of Portsmouth
Andrew Ennis, Transit Rail Safety & Emergency Management Administrator, DRPT

Others in attendance via Zoom:

Paul Atkinson, Vice Chair of Paratransit Advisory Committee
Rob Case, HRTPO
Troy Eisenberger, City of Chesapeake
Gensib Elyssa, WSP
Megan Gribble, Transportation Planner, Virginia Beach
Demetrius Johnson, Citizen
Clara Massaquoi, Citizen
Alt. Commissioner Mark Shea, City of Virginia Beach, In Person
Shelia McAllister, City of Newport News
Saleem Raja, Etipressure Washington
Janice Taylor, League of Women Voters
Brian Tricker, Chair of Paratransit Advisory Committee

Constantinos Velissarios, City of Newport News

The TDCHR meeting package was distributed electronically to all Commissioners in advance of the meeting. The meeting package consisted of:

- Agenda
- Meeting Minutes
- President's Report Presentation
- Social Media Analytics
- Financial Reports
- Committee Reports

Public Comments

There were no public Comments.

Approval of November 10, 2021, Meeting Minutes

A motion to approve the November 10, 2021, minutes, was made by Commissioner Ross-Hammond and properly seconded by Commissioner Fuller. A roll call vote resulted as follows:

Ayes: Commissioners McClellan, Rouse, Gray, Hunter, Fuller, Sorey, DeBruhl, Kanoyton, Glover, Ross-Hammond, and Simonds.

Nays: None

Abstain: None

President's Monthly Report

Mr. William Harrell welcomed everyone to the meeting.

Mr. Harrell gave a presentation that acknowledged major champions of public transportation to include Ms. Grace Routten and Ms. Flora D. Crittenden.

Mr. Harrell stated that there were a couple Legislative and communications outreach events over the past several weeks to include an HRT facility tour with Congressman Bobby Scott and Congresswoman Elaine Luria, and a ceremony and celebration of bus shelters.

Mr. Harrell stated that he recently attended an event to meet Governor-Elect Youngkin. Mr. Harrell stated that he looks forward to pushing transit initiatives and developing partnerships for public transportation.

Audit & Budget Review Committee

The Audit and Budget Review Committee met prior to the board meeting.

Commissioner Gray called on Mr. Conner Burns to present the October financials. Ms. Burns called on Ms. Krista Edoff, Cherry Bekaert to present HRT's 2020 Annual Financial Audit. Ms. Edoff reviewed the HRT's Annual Financial Audit to the board. Ms. Edoff answered a few questions from the board. Commissioner Gray stated that the Audit and Budget Committee recommended a motion to accept the Financial Audit, and it was properly seconded by Commissioner Rouse. A roll call vote resulted as follows:

Ayes: Commissioners McClellan, Rouse, Gray, Hunter, Fuller, Sorey, Kanoyton, Bullock, Cipriano, Glover, Ross-Hammond, and Simonds.

Nays: None

Abstain: None

Due to insufficient audio, staff was not able to discern Commissioner DeBruhl's vote.

Commissioner Bullock joined the meeting at 1:16PM.

Mr. Conner Burns gave some background on the challenges and process of the audit while implementing a new financial system.

Mr. Conner Burns presented the October 2021 Financial Report as enclosed in the meeting package.

Management and Financial Advisory Committee (MFAC)

MFAC Chair, Carl Jackson stated that the committee met on Monday December 6th.

The October 2021 Financial Report was presented at the meeting.

The committee discussed the Strategic Resolution as well as the 2023 Transit Service Plans and draft budgets.

Operations and Oversight Committee

Commissioner Fuller stated that the Operations and Oversight Committee met on December 2nd.

Commissioner Fuller called on Ms. Sonya Luther to present the following contracts for approval:

Contract No: 21-00156, Audio and Visual Support Services (Renewal) was recommended for Commission approval to award of a contract to Dynamic Systems Integration for Audio and Visual Support services at HRT's various facilities. The cumulative amount of all Task Orders issued under this Contract will not exceed \$350,000 over the five-year period.

Contract 21-00151, Bus, Light Rail, and Ferry Passenger Amenity Stops Cleaning and Trash Services (Renewal) was recommended for approval an award of a contract to renewal contract to

Diversified Building Services, Inc. to provide Bus, Light Rail, and Ferry Passenger Amenity Stops Cleaning and Trash Services in the not-to exceed amount of \$4,357,917.00 for three (3) years.

A motion was made by the Operations and Oversight Committee to approve Contract 21-00156, Audio and Visual Support Services (Renewal) and Contract 21-00151, Bus, Light Rail and Ferry Passenger Amenity Stops Cleaning and Trash Services (Renewal) which was properly seconded by Commissioner Bullock. A roll call vote resulted as follows:

Ayes: Commissioners McClellan, Rouse, Gray, Fuller, Sorey, DeBruhl, Kanoyton, Bullock, Cipriano, Glover, Ross-Hammond, and Simonds.

Nays: None

Abstain: Hunter

NOTE: Commissioner Hunter recused on Contract No: 21-00156, Audio and Visual Support Services (Renewal) and Contract 21-00151, Bus, Light Rail, and Ferry Passenger Amenity Stops Cleaning and Trash Services (Renewal).

Ms. Sonya Luther to present the following contracts for approval:

Contract 17-76500, Modification No. 5, Bus Stop Sign Installation and Maintenance was recommended for approval an award modification to increase the Bus Stop Sign Installation and Maintenance contract by \$50,000.00, to a not-to-exceed amount of \$343,802.50.

Contract 21-00152, Microtransit Pilot Program was recommended for approval an award of a contract to River North Transit, LLC to provide a Microtransit pilot program in the not-to-exceed amount of \$1,700,925.

A motion was made by the Operations and Oversight Committee to approve Contract 17-76500, Modification No. 5 Bus Stop Sign Installation and Maintenance and Contract 21-00152, Microtransit Pilot Program which was properly seconded by Commissioner Bullock. A roll call vote resulted as follows:

Ayes: Commissioners McClellan, Rouse, Hunter, Gray, Fuller, Sorey, DeBruhl, Kanoyton, Bullock, Cipriano, Glover, Ross-Hammond, and Simonds.

Nays: None

Abstain: None

The next Operations and Oversight Committee will be held next Thursday, January 13, 2022, in Hampton.

Planning and New Starts Committee

Commissioner Ross-Hammond stated that the committee moved the meeting to January, the Planning and New Starts Committee will meet on January 27, 2022.

External/Legislative Advisory Committee

Commissioner Kanoyton stated that a Federal Legislative Update was given to the committee and included various programs and grants that have been made available for transportation initiatives through federal and state governments.

A ribbon cutting event for a new bus stop at Orcutt Avenue and 81st Street transfer area, upcoming installation of bus shelters, and a “Real Time” bus app update was shared with the committee.

A Disadvantaged Business Enterprise (DBE) overview was provided to the committee and there is interest in promoting more DBE participation in the future through special events to raise awareness.

Smart City and Innovation Committee

Commissioner McClellan stated that the committee did not meet in December and no report was given. The next meeting will be in January 2022.

Paratransit Advisory Sub-Committee

Mr. Brian Trickler stated that the committee met on December 8th.

Mr. Trickler shared his responsibility of providing a periodic reminder of how important paratransit service is. Additionally, Mr. Trickler shared recent meetings held by Virginia Organizing and concerns from the paratransit community. Mr. Trickler stated that Via joined in one of the Virginia Organizing meetings and shared a number of improvements they have made to the service.

Chairwoman McClellan shared her experience with attending a meeting with the paratransit community and challenges they have faced to include riders being stranded.

Mr. Jim Price addressed the concerns that were shared during meetings held by Virginia Organizing to include customer complaints and the call center.

There was discussion regarding the number of monthly applicants for paratransit service.

There were questions regarding how many 15 passenger vehicles are assigned to paratransit, how many drivers are deployed daily and circumstances of drivers insurance being involved. Staff was able to respond to the number of vehicles and will bring back a report regarding the insurance question.

There was discussion regarding the location of the customer call center.

Transit Ridership Advisory Sub-Committee

There was no TRAC meeting, and no report was given.

Old and New Business

Mr. David Burton read aloud Resolution 02-2021 Approving the Transit Strategic Plan Annual Update (FY2023-2032).

There was a motion made to approve Resolution 02-2021 Approving the Transit Strategic Plan Annual Update (FY2023-2032) by Commissioner Jackson and properly seconded by Commissioner Simonds. A roll call vote resulted as follows:

Ayes: Commissioners McClellan, Rouse, Gray, Hunter, Fuller, Sorey, DeBruhl, Kanoyton, Bullock, Cipriano, Jackson, Ross-Hammond, and Simonds.

Nays: None

Abstain: None

Mr. David Burton read aloud Resolution 03-2021 Approving the Capital Improvement Plan (CIP) for (FY2023-2032).

There was a motion made to approve Resolution 03-2021 Approving the Capital Improvement Plan (CIP) for (FY2023-2032) was made by Commissioner Fuller and properly seconded by Commissioner Ross-Hammond. A roll call vote resulted as follows:

Ayes: Commissioners McClellan, Rouse, Gray, Hunter, Fuller, Sorey, DeBruhl, Kanoyton, Bullock, Jackson, Ross-Hammond, and Simonds.

Nays: Cipriano

Abstain: None

Mr. Andrew Ennis presented the DRPT Annual Status of Safety Report – Rail Fixed Guideway State Safety Oversight Program Performance provided as enclosed in the meeting package.

There was a discussion regarding the number of safety events pre-pandemic versus during the pandemic.

Closed Session:

There was no closed session.

Adjournment

With no further business to conduct, the meeting adjourned at 3:00 p.m.

**TRANSPORTATION DISTRICT COMMISSION
OF HAMPTON ROADS**

Andria McClellan
Chair

ATTEST:

Luis Ramos
Commission Secretary
December 9, 2021



HAMPTON ROADS
TRANSIT

TDCHR Board Meeting December 9, 2021

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President's Report

In Memoriam:

- Grace Routten
- Flora D. Crittenden



Grace Routten



Appointed to serve on the
Peninsula Transportation District
Commission (PTDC) Pentran
in July 1995

Flora D. Crittenden



Appointed to the Peninsula Transportation District Commission (PTDC) Pentran in July 1986 while serving on Newport News City Council

President's Report

- Legislative and Communications Outreach – Video Presentation
 - HRT Transit Facility Tour – Congressman Bobby Scott and Congresswoman Elaine Luria – November 12, 2021
 - Ceremony and Celebration of Bus Shelters – Friday, December 3, 2021

Governor-elect Youngkin





HAMPTON ROADS
TRANSIT

TDCHR Board Meeting December 9, 2021

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Transportation District Commission of Hampton Roads

December 9, 2021

Audit Overview

Financial Audit

- ▶ Test significant balances and transactions to provide reasonable assurance
- ▶ Test underlying assumptions and inputs of significant estimates
- ▶ Understand the internal control environment to assist in the design of the audit

Significant estimates

- ▶ Depreciable lives of assets
- ▶ Actuarially computed pension / OPEB and claims liabilities
- ▶ Cost allocation plan



Audit Overview

Compliance Audit

- ▶ Test compliance with laws and regulations
- ▶ Test compliance with federal grants
- ▶ Understand and test the internal control environment

Schedule of findings and questioned costs

- ▶ Required to report noncompliance noted in our testing
- ▶ Required to report internal control deficiencies noted in our testing



Overall Engagement Results



Overall Engagement Results

Financial Statement Audit Opinions expected as of and for the year ended June 30, 2020:

Audit Opinion: HRT

Unmodified or 'clean' opinion:

- Basic Financial Statements
- Notes to the Basic Financial Statements

In Relation To: HRT

Unmodified or 'clean' opinion:

- Schedule of Expenditures of Federal Awards

Unaudited: HRT

No Opinion or any assurance on:

- Introductory Section
- Required Supplementary Information



Audit Adjustments

Audit Adjustments

- ▶ CB assisted with pension, OPEB and equity entries, resulting in a net adjustment of \$5,222,085
- ▶ CB proposed an adjustment for a reconciling item affecting cash and grant expenses of \$1,665,096
- ▶ CB proposed an adjustment to reduce grant revenues and expenses by \$6,653,262 for an accrual that should have been reversed after month end

Passed Adjustments – timing differences:

- ▶ Potential error of \$388,251 for reconciling differences between the general ledger and subledger amounts for federal A/R
- ▶ Potential projected error of \$272,937 for differences between the inventory counts on 7/15 and general ledger amounts as of 6/30



Overall Engagement Results

Compliance reports expected as of and for the year ended June 30, 2020:

Government Auditing Standards: HRT

- Material weakness in financial reporting due to material audit adjustments

Uniform Guidance: HRT

- No noted instances of noncompliance
- No material weaknesses in internal control over compliance reported

APA Specifications: HRT

- No noted instances of noncompliance
- No material weaknesses in internal control over compliance reported

Required Communications with Those Charged with Governance



Required Communications

Accounting Policies

- ▶ Adoption of new accounting policies effective July 1, 2019
 - ▶ GASB Statement No. 95 (effectively delayed all upcoming standards one year)
 - ▶ Application of other existing policies were not changed

Disagreements with Management

- ▶ No disagreements arose regarding financial accounting, reporting, or auditing matters during the course of our audit

Difficulties in Performing the Audit

- ▶ We encountered no significant difficulties in working with management in performing and completing our audit



Required Communications

Consultation with Other Accountants

- ▶ To our knowledge, there were no consultations with other accountants regarding auditing or accounting matters

Material Client Communications

- ▶ Management representation letter and management letter

Other Audit Findings or Issues

- ▶ Our discussions with management prior to our retention were in the normal course of our professional relationship and our responses were not a condition of our retention

Independence

- ▶ We are not aware of any relationship that we believe, based on current authoritative guidance, would impair our independence



Questions

Contacts

Krista Edoff

Partner

757.650.1578

kedoff@cbh.com

About Cherry Bekaert

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President's Report

January 2022

MOVING CONFIDENTLY FORWARD

I have heard it said that success is measured not where we stand but where we are going.

That sentiment comes to mind when I consider the 757 Express project. It may be our most important effort since the simultaneous completion of light rail and the 18th Street campus project in 2011. And what an effort it will be.

When completed, we will establish 13 core regional routes serving every city in our network with 15-minute service frequency during morning and evening rush hours and 30-minute service the rest of the service day – even on weekends.

For the first time, Peninsula customers will have access to 15-minute service during the rush hours. It still amazes me to say that.

In doing this and so much more, HRT will fulfill its long-sought desire and that of our customers to deliver routes with improved spans, better frequencies, and passenger amenities across our service area, making commuting by bus a more realistic possibility for many who now avoid transit because of infrequent service.

Initially deployed on the Peninsula this fall, the 757 Express also will fold in the five Commuter and 11 MAX routes in its first year. In subsequent years, the service will expand to the Southside in two separate phases.

We have undertaken this effort amidst one of the more challenging business environments any of us can recall. A stubborn global pandemic, challenges in finding, training, and hiring talent, the prospect of inflation as a business concern and the slump in transit ridership.

We have answered many challenges with improved pay, hiring bonuses, better benefits and a relentless hiring campaign that will be critical to filling the ranks of our operators.

Because every department at HRT has a role in this important plan I convened in early January a two-day staff workshop to discuss the critical milestones that must be reached when the first components of the service launch this fall.

We set out to determine how HRT can strategically sequence the delivery of service with uncertainties facing us because not only are we launching the first phase of the Express effort, we also are planning a phased return to normal service. Recall if you will that we still are in a Service Reliability Plan to provide stability to our customers although the bus frequencies will be improved as we are able to hire more operators.

Even with the challenges, we march on. Hundreds of new shelters are planned. Technology improvements will make travel less uncertain and more reliable with real time bus available for our smart phone customers. Just tap in the stop number and learn where your bus is. No more guessing.

Into this mix is the planned redesign of the Norfolk bus routes. In November 2021, the City Council voted to implement a redesign of the bus network that will eliminate Routes 4, 5, 9, 11 and 23, create a new Route 7 and MAX 962. Rt. 1 will be extended into South Norfolk along Campostella and will no longer serve Pembroke. Rt. 8 will be extended to Liberty/Seaboard and the new route 7 will partially cover territory of the discontinued 23.

In addition, the Engineering and Facilities Department will oversee the removal of hundreds of bus stop signs and the installation of hundreds more for the new routes. HRT's Planning and Communications Departments are working with the City of Norfolk on communication strategies for the changes in the Norfolk system scheduled for early 2023.

As I said, progress is a measure of where we are headed, and as I see it we're heading for an even higher performing and customer-focused HRT in 2023.

Sincerely,

William E. Harrell
President and CEO
Hampton Roads Transit



Performance Summary

Quarterly Reporting Schedule: January, April, July, October

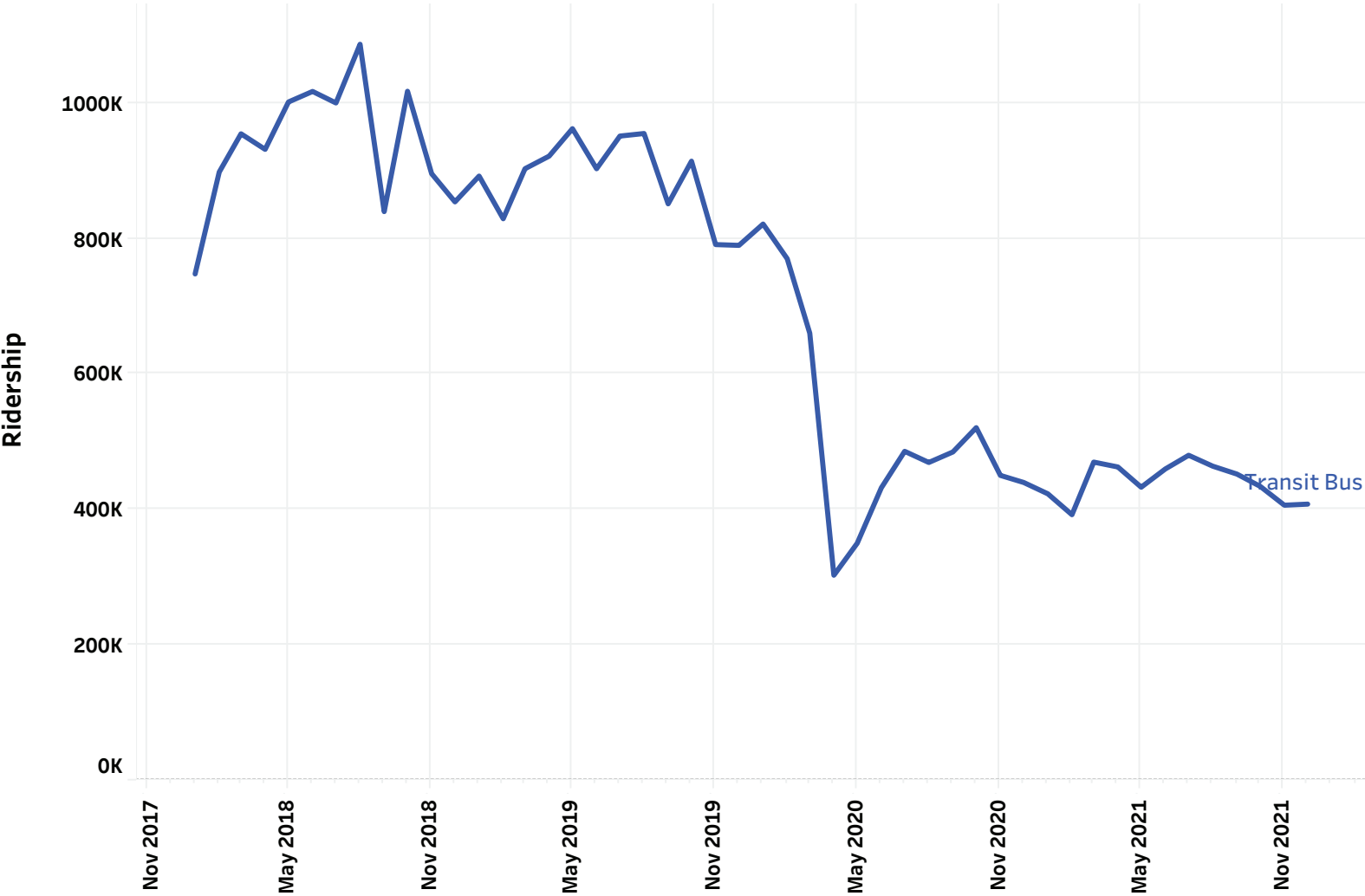
RIDERSHIP – ALL MODES

*Data reflects the impacts of the COVID-19 pandemic on Hampton Roads Transit.

| | | Total | Ferry | Light Rail | Paratransit | Transit Bus |
|------|-----------|-----------|--------|------------|-------------|-------------|
| 2021 | December | 497,141 | 9,479 | 54,016 | 25,774 | 407,872 |
| | November | 496,161 | 9,587 | 54,580 | 25,734 | 406,260 |
| | October | 539,642 | 16,273 | 62,887 | 26,436 | 434,046 |
| | September | 560,991 | 21,019 | 61,788 | 25,965 | 452,219 |
| | August | 568,045 | 22,023 | 56,728 | 25,442 | 463,852 |
| | July | 593,689 | 30,928 | 58,375 | 24,430 | 479,956 |
| | June | 558,424 | 22,480 | 51,570 | 24,616 | 459,758 |
| | May | 524,800 | 20,650 | 47,226 | 24,095 | 432,829 |
| | April | 549,003 | 15,519 | 46,888 | 23,905 | 462,691 |
| | March | 551,402 | 11,441 | 46,767 | 23,319 | 469,875 |
| | February | 456,245 | 4,840 | 39,991 | 19,164 | 392,250 |
| | January | 487,997 | 5,470 | 39,857 | 19,590 | 423,080 |
| 2020 | December | 505,421 | 6,111 | 38,431 | 21,081 | 439,798 |
| | November | 524,625 | 9,127 | 44,684 | 20,538 | 450,276 |
| | October | 605,009 | 11,916 | 49,220 | 23,179 | 520,694 |
| | September | 570,255 | 14,342 | 49,735 | 21,327 | 484,851 |
| | August | 549,047 | 14,838 | 44,384 | 20,483 | 469,342 |
| | July | 569,121 | 15,084 | 46,506 | 21,750 | 485,781 |
| | June | 510,384 | 14,055 | 42,159 | 22,206 | 431,964 |
| | May | 405,716 | 8,331 | 29,464 | 17,778 | 350,143 |
| | April | 346,757 | 3,579 | 25,617 | 14,667 | 302,894 |
| | March | 772,868 | 8,688 | 79,342 | 24,747 | 660,091 |
| | February | 906,490 | 9,672 | 96,596 | 30,190 | 770,032 |
| | January | 970,867 | 12,320 | 104,168 | 33,184 | 821,195 |
| 2019 | December | 930,297 | 13,003 | 96,592 | 30,989 | 789,713 |
| | November | 938,263 | 14,201 | 101,651 | 31,546 | 790,865 |
| | October | 1,093,122 | 21,049 | 123,047 | 35,051 | 913,975 |
| | September | 1,020,779 | 25,409 | 113,730 | 30,648 | 850,992 |
| | August | 1,143,078 | 35,786 | 119,334 | 33,161 | 954,797 |
| | July | 1,137,540 | 42,245 | 112,302 | 31,986 | 951,007 |
| | June | 1,091,424 | 46,332 | 112,132 | 30,164 | 902,796 |
| | May | 1,143,728 | 33,208 | 114,917 | 33,652 | 961,951 |
| | April | 1,097,987 | 22,960 | 121,162 | 32,474 | 921,391 |
| | March | 1,065,254 | 16,882 | 112,539 | 32,992 | 902,841 |
| | February | 973,193 | 10,257 | 104,346 | 29,603 | 828,987 |
| | January | 1,062,569 | 31,296 | 107,385 | 31,926 | 891,962 |

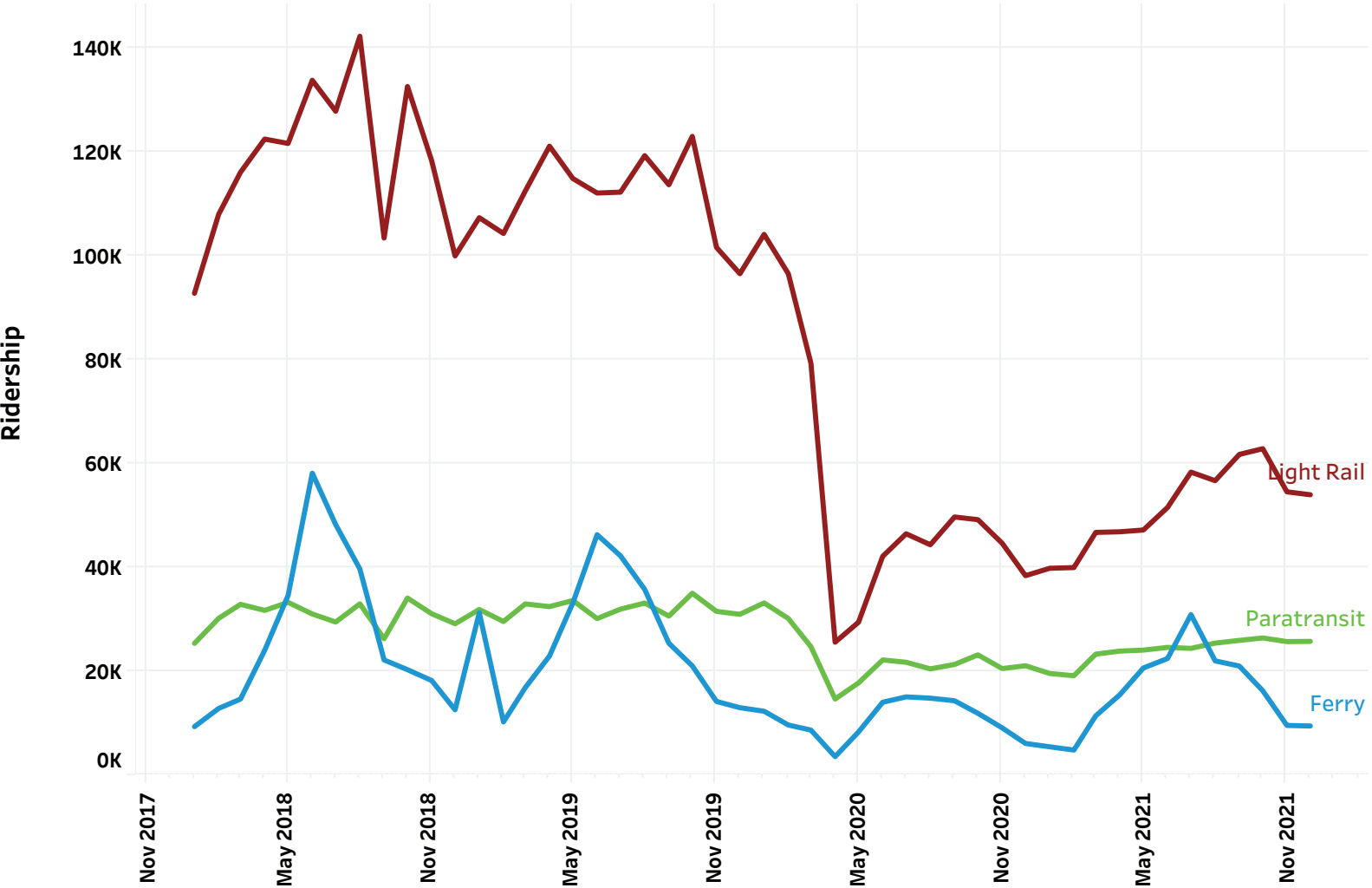
RIDERSHIP – BUS

*Data reflects the impacts of the COVID-19 pandemic on Hampton Roads Transit.



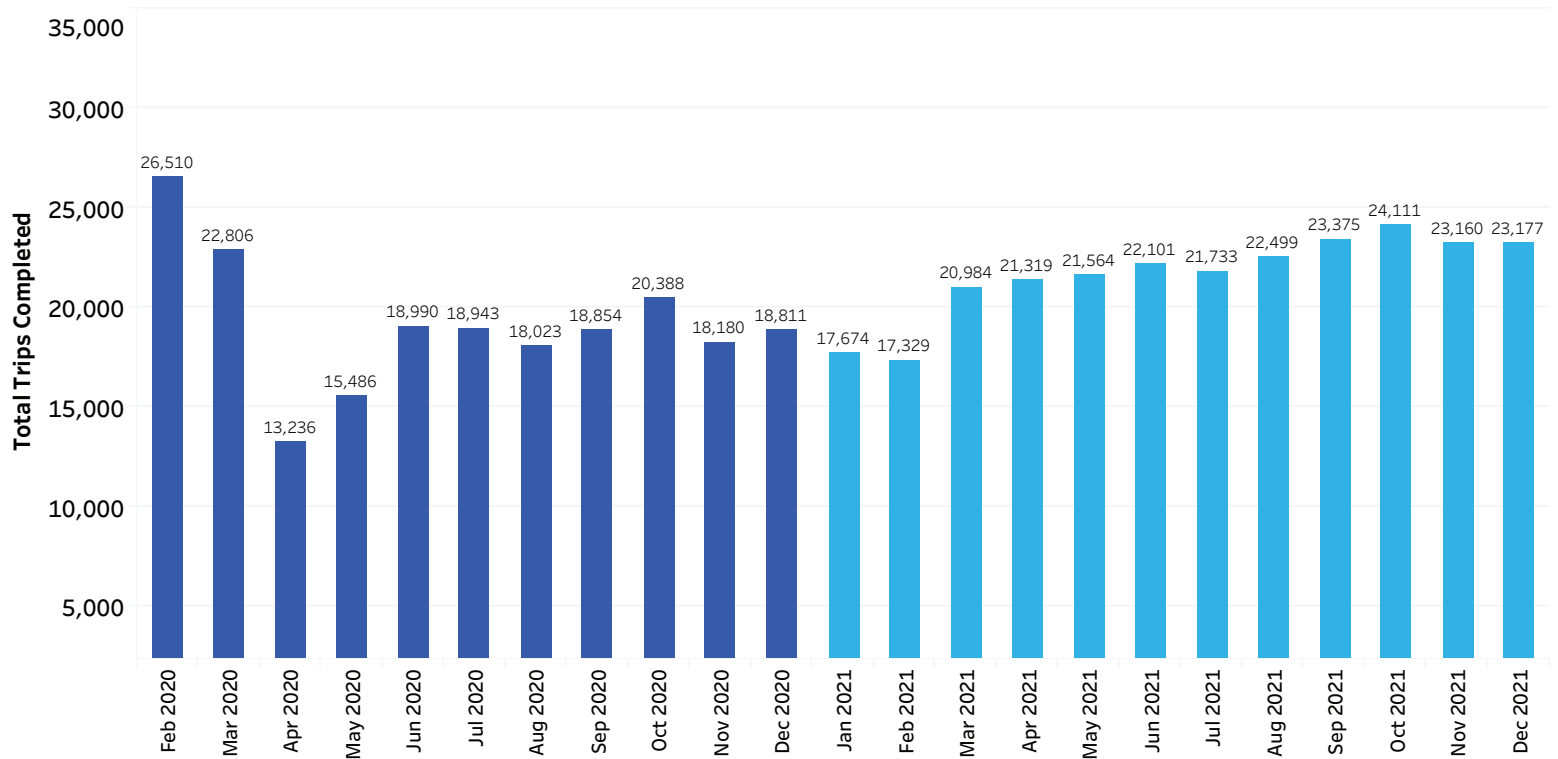
RIDERSHIP – LIGHT RAIL, FERRY, PARATRANSIT

*Data reflects the impacts of the COVID-19 pandemic on Hampton Roads Transit.



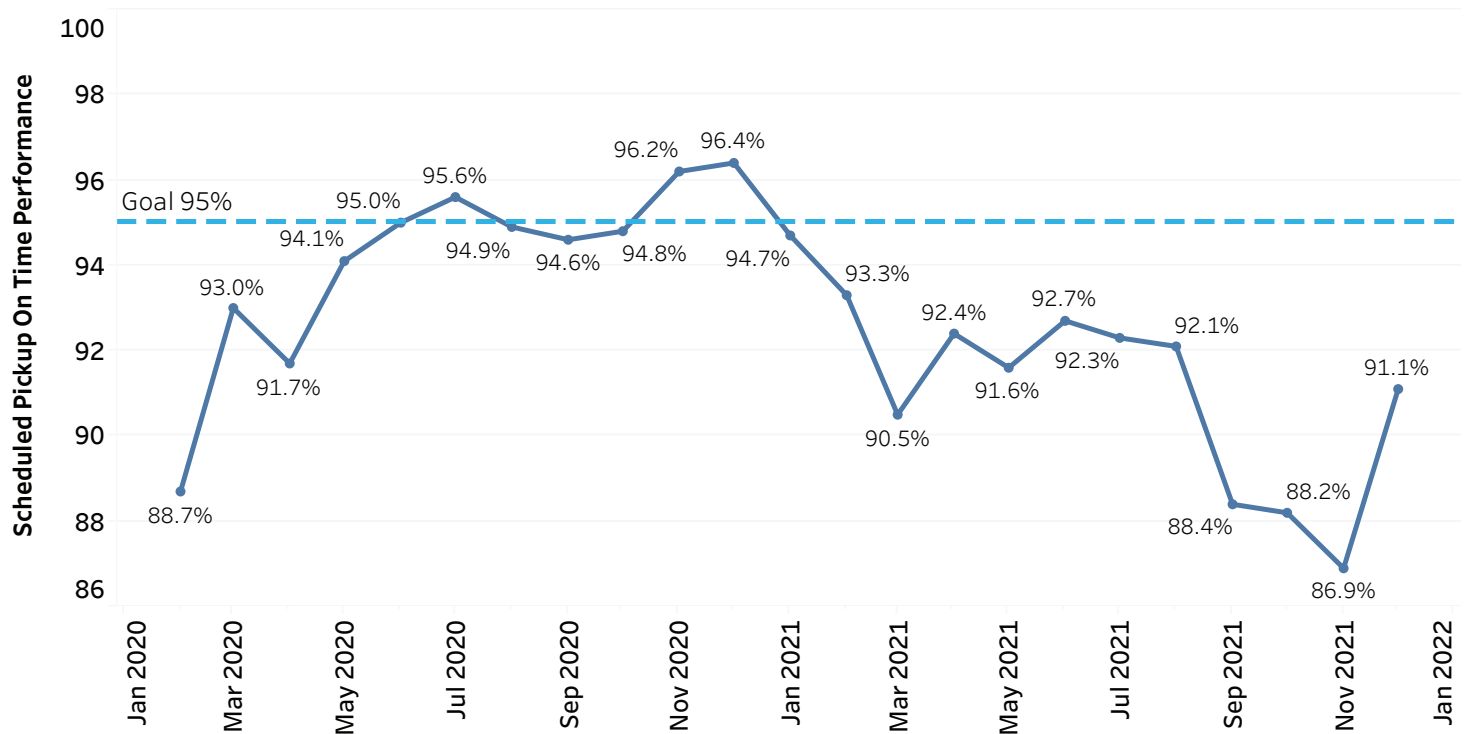
PARATRANSIT TOTAL TRIPS

*Data reflects the impacts of the COVID-19 pandemic on Hampton Roads Transit.



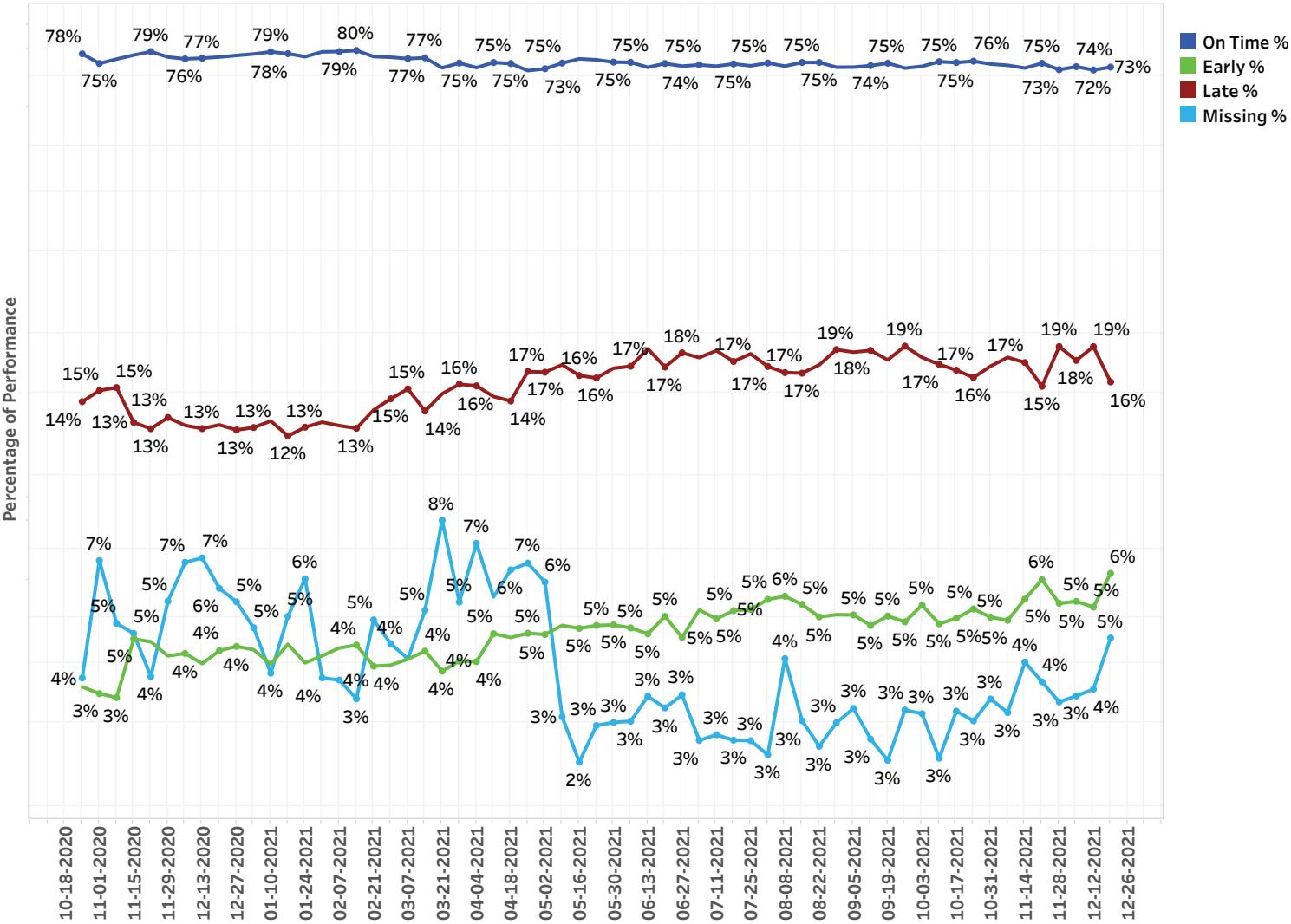
PARATRANSIT PICK-UP ON TIME PERFORMANCE

*Data reflects the impacts of the COVID-19 pandemic on Hampton Roads Transit.



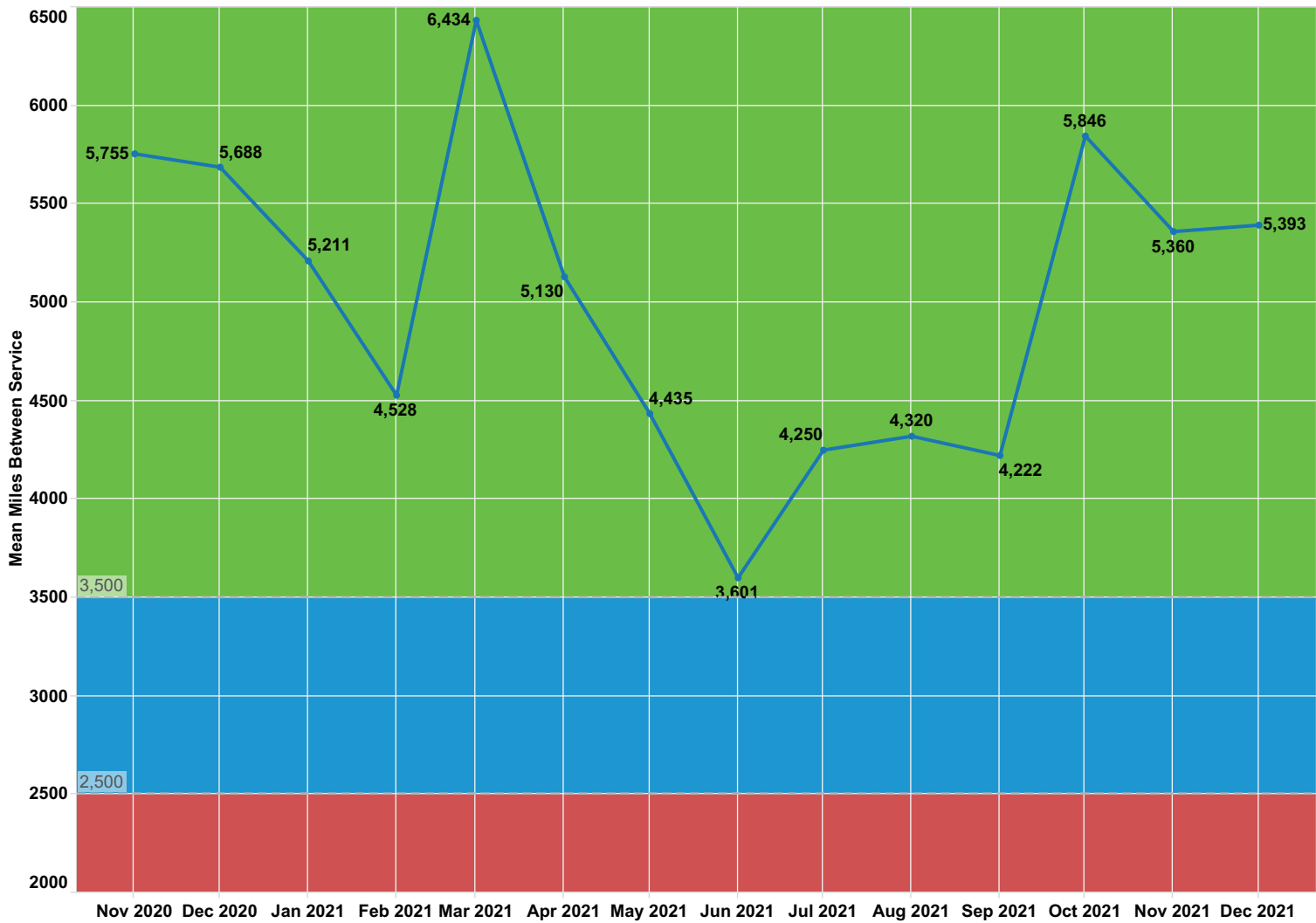
BUS ON-TIME PERFORMANCE

*Data reflects the impacts of the COVID-19 pandemic on Hampton Roads Transit.



MEAN DISTANCE BETWEEN SERVICE INTERRUPTIONS

*Data reflects the impacts of the COVID-19 pandemic on Hampton Roads Transit.



< 2,500 Miles Between Service Interruptions:

> 2,500 and < 3,500 Miles Between Service Interruptions:

> 3,500 Miles Between Service Interruptions:

Not Optimal

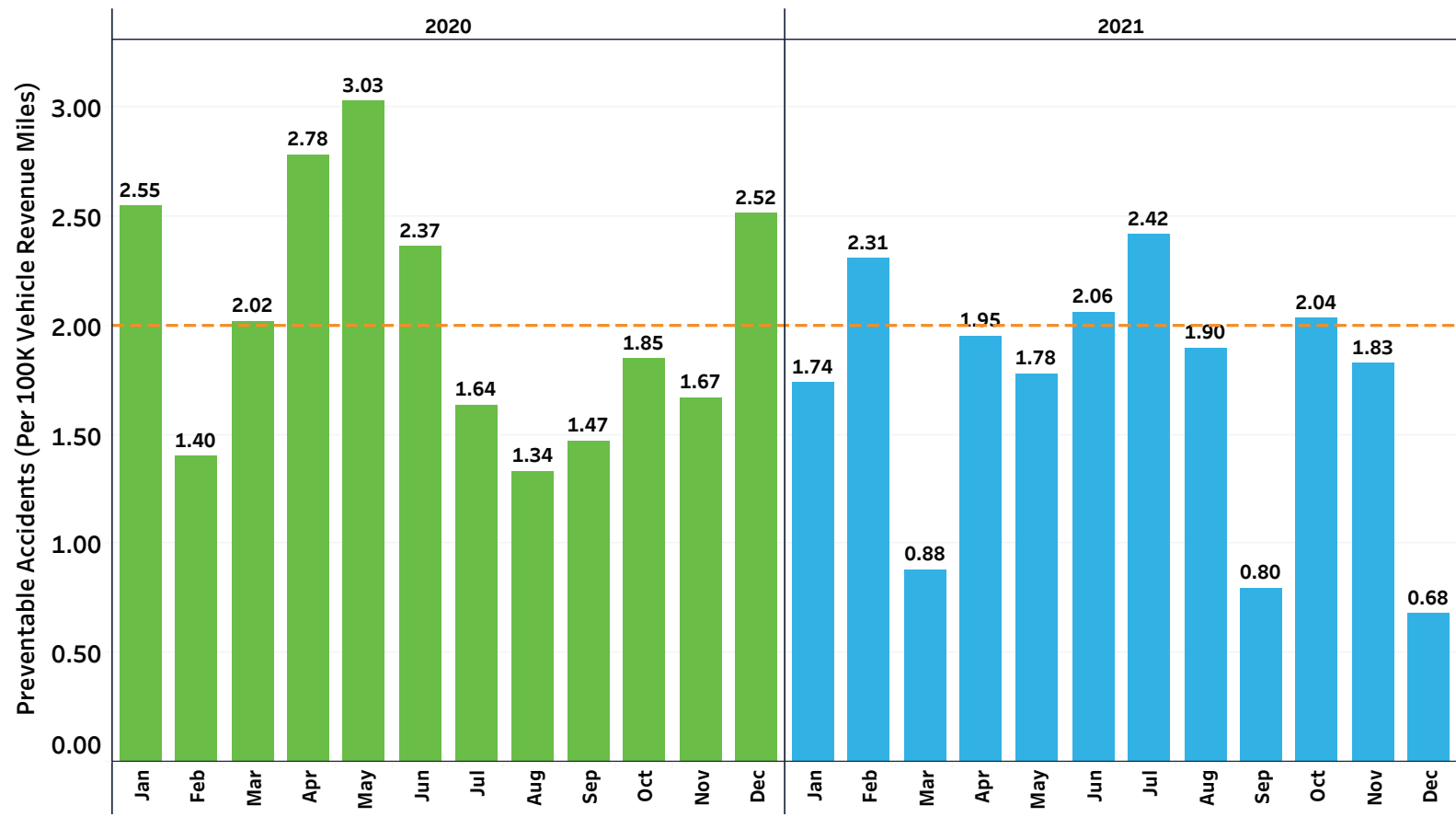
Less Than Optimal

Optimal

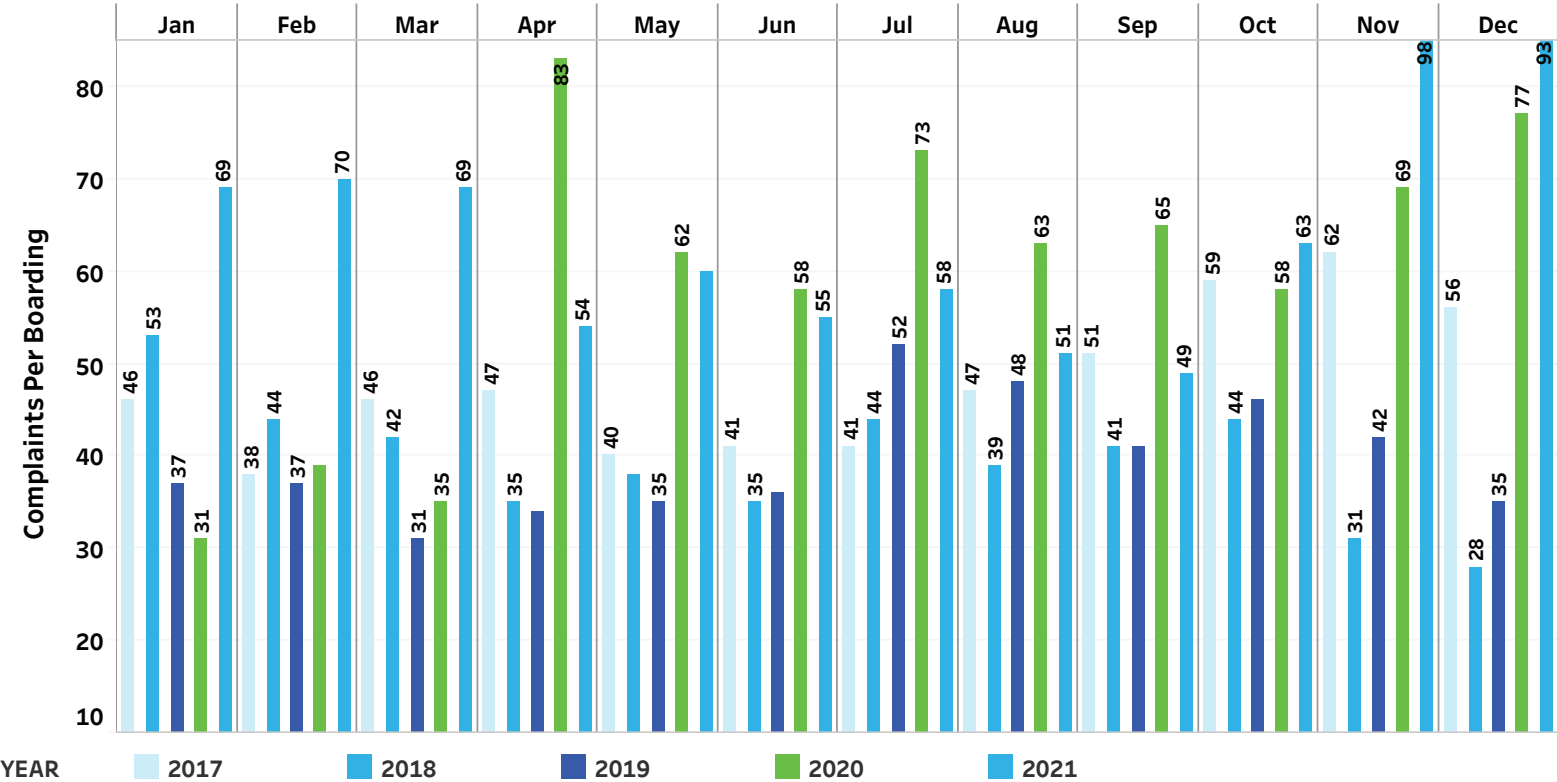


BUS PREVENTABLE ACCIDENTS – LAST 2 FULL YEARS

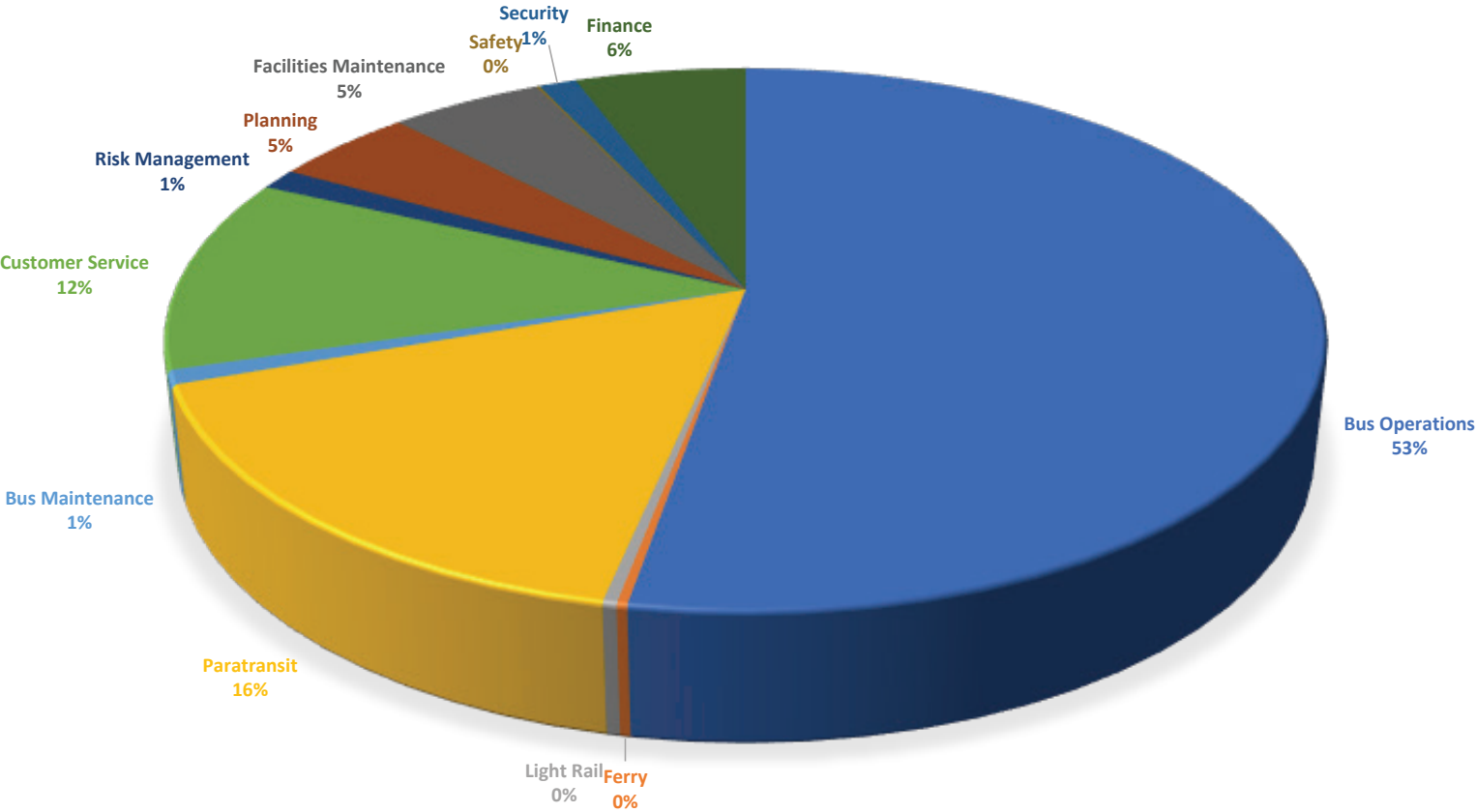
*Note: target line represents 2 preventable accidents per 100k vehicle revenue miles.



COMPLAINTS PER 100K BOARDINGS FOR LAST 24 MONTHS



COMPLAINT PERCENTILE FOR QUARTER



MASK COMPLIANCE COMPLAINTS (CAFS) AS OF DECEMBER 31, 2021

| | Jan | Feb | Mar | April | May | June | July | Aug | Sep | Oct | Nov | Dec | CY Total |
|-----------|-----|-----|-----|-------|-----|------|------|-----|-----|-----|-----|-----|----------|
| Mask CAFs | 5 | 15 | 13 | 5 | 3 | 11 | 9 | 9 | 5 | 3 | 3 | 2 | 83 |

MASK COMPLIANCE INCIDENTS AS OF DECEMBER 31, 2021

| | Jan | Feb | Mar | April | May | June | July | Aug | Sep | Oct | Nov | Dec | CY Total |
|---------------------------|------|-------|-------|-------|------|-------|-------|------|-------|-------|------|------|----------|
| Mask Compliance Incidents | 3(2) | 13(1) | 13(5) | 10(4) | 5(4) | 10(3) | 11(6) | 4(2) | 21(6) | 11(6) | 8(2) | 8(3) | 117(44) |

NOTE: () Police, security or supervisor intervention was required

TSA REPORTABLE INCIDENTS AS OF DECEMBER 31, 2021

| | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec | CY Total |
|----------------|-----|-----|-----|-------|-----|------|------|-----|------|-----|-----|-----|----------|
| TSA Reportable | 0 | 0 | 5 | 4 | 4 | 0 | 1 | 1 | 6 | 2 | 0 | 0 | 23 |





HAMPTON ROADS
TRANSIT

Draft Financial Statement

NOVEMBER 2021 FISCAL YEAR 2022 FINANCIAL REPORT

gohrt.com

OPERATING FINANCIAL STATEMENTS

November 2021

FISCAL YEAR 2022

Dollars in Thousands

| | Annual | | Month to Date | | | Year to Date | | | |
|------------------------------------|---------------------|-------------------|-------------------|---------------------|-----------------|--------------------|--------------------|---------------------|----------------|
| | Budget | | Budget | Actual | Variance | Budget | Actual | Variance | |
| Operating Revenue | | | | | | | | | |
| Passenger Revenue | \$ 8,442.0 | \$ 703.5 | \$ 629.2 | \$ (74.3) | (10.6) % | \$ 3,517.5 | \$ 3,576.7 | \$ 59.2 | 1.7 % |
| Advertising Revenue | 1,075.0 | 89.6 | 160.5 | 70.9 | 79.1 % | 447.9 | 658.0 | 210.1 | 46.9 % |
| Other Transportation Revenue | 2,335.0 | 194.6 | 203.5 | 9.0 | 4.6 % | 972.9 | 1,007.3 | 34.4 | 3.5 % |
| Non-Transportation Revenue | 60.0 | 5.0 | (26.7) | (31.7) | (633.2) % | 25.0 | 12.7 | (12.3) | (49.3) % |
| Total Operating Revenue | 11,912.0 | 992.7 | 966.6 | (26.1) | (2.6) % | 4,963.3 | 5,254.7 | 291.4 | 5.9 % |
| Non-Operating Revenue | | | | | | | | | |
| Federal Funding (5307/5337) | 22,053.7 | 1,837.8 | 786.6 | (1,051.2) | (57.2) % | 9,189.0 | 8,228.1 | (960.9) | (10.5) % |
| HRRTF Funding | 5,730.1 | 477.5 | 257.8 | (219.7) | (46.0) % | 2,387.6 | 1,412.1 | (975.5) | (40.9) % |
| State Funding | 21,438.3 | 1,786.5 | 1,778.2 | (8.3) | (0.5) % | 8,932.6 | 8,891.0 | (41.7) | (0.5) % |
| Local Funding | 44,696.1 | 3,724.7 | 3,724.7 | - | - % | 18,623.4 | 18,623.4 | - | - % |
| Total Non-Operating Revenue | 93,918.3 | 7,826.5 | 6,547.3 | (1,279.3) | (16.3) % | 39,132.6 | 37,154.5 | (1,978.1) | (5.1) % |
| TOTAL REVENUE | \$ 105,830.2 | \$ 8,819.2 | \$ 7,513.8 | \$ (1,305.4) | | \$ 44,095.9 | \$ 42,409.4 | \$ (1,686.7) | |
| Personnel Services | \$ 68,112.3 | \$ 5,687.5 | \$ 4,417.2 | \$ 1,270.3 | 22.3 % | \$ 28,389.4 | \$ 26,927.1 | \$ 1,462.4 | 5.2 % |
| Contract Services | 12,672.5 | 1,053.7 | 969.6 | 84.1 | 8.0 % | 5,115.9 | 4,258.7 | 857.2 | 16.8 % |
| Materials & Supplies | 5,485.5 | 462.9 | 413.8 | 49.1 | 10.6 % | 2,314.6 | 2,001.4 | 313.2 | 13.5 % |
| Gas & Diesel | 3,984.7 | 332.1 | 326.9 | 5.2 | 1.6 % | 1,660.3 | 1,817.3 | (157.0) | (9.5) % |
| Contractor's Fuel Usage | 597.3 | 49.8 | 40.7 | 9.1 | 18.3 % | 248.9 | 224.7 | 24.2 | 9.7 % |
| Utilities | 1,298.8 | 108.2 | 84.8 | 23.4 | 21.7 % | 541.2 | 445.3 | 95.8 | 17.7 % |
| Casualties & Liabilities | 3,798.5 | 316.5 | 332.4 | (15.8) | (5.0) % | 1,582.7 | 1,780.7 | (197.9) | (12.5) % |
| Purchased Transportation | 8,295.7 | 725.1 | 493.5 | 231.6 | 31.9 % | 3,625.7 | 2,530.9 | 1,094.8 | 30.2 % |
| Other Miscellaneous Expenses | 1,585.0 | 83.3 | 144.5 | (61.3) | (73.6) % | 617.3 | 637.3 | (20.0) | (3.2) % |
| TOTAL EXPENSE | \$ 105,830.2 | \$ 8,819.2 | \$ 7,223.3 | \$ 1,595.9 | | \$ 44,095.9 | \$ 40,623.4 | \$ 3,472.6 | |
| SURPLUS (DEFICIT) | | | \$ 290.5 | | | | \$ 1,786.0 | | |

Line of Credit balance as of November 30, 2021, is \$0 or 0% of available funding

CARES Act balance after November 2021 expenses: \$4,929,893

OPERATING FINANCIAL STATEMENTS

November 2021

MAX, PCS, 15-MINUTE INCREMENT

FISCAL YEAR 2022

Dollars in Thousands

| | Annual | | Month to Date | | | Year to Date | | | |
|---------------------------|-------------------|-----------------|-----------------|-------------------|----------|-------------------|-------------------|---------------------|----------|
| | Budget | Budget | Actual | Variance | | Budget | Actual | Variance | |
| Operating Revenue | | | | | | | | | |
| Passenger Revenue | \$ 611.1 | \$ 50.9 | \$ 30.8 | \$ (20.1) | (39.5) % | \$ 254.6 | \$ 157.1 | \$ (97.6) | (38.3) % |
| RTS Program | 5,730.1 | 477.5 | 257.8 | (219.7) | (46.0) % | 2,387.6 | 1,412.1 | (975.5) | (40.9) % |
| TOTAL REVENUE | \$ 6,341.3 | \$ 528.4 | \$ 288.6 | \$ (239.8) | | \$ 2,642.2 | \$ 1,569.1 | \$ (1,073.1) | |
| Operating Expenses | | | | | | | | | |
| Personnel Services | \$ 4,811.0 | \$ 400.9 | \$ 207.8 | \$ 193.1 | 48.2 % | \$ 2,004.6 | \$ 1,191.8 | \$ 812.7 | 40.5 % |
| Contract Services | 644.0 | 53.7 | 33.7 | 20.0 | 37.2 % | 268.4 | 145.2 | 123.1 | 45.9 % |
| Materials & Supplies | 699.4 | 58.3 | 36.1 | 22.2 | 38.0 % | 291.4 | 173.6 | 117.8 | 40.4 % |
| Utilities | 48.7 | 4.1 | 2.0 | 2.1 | 50.9 % | 20.3 | 10.0 | 10.3 | 50.9 % |
| Casualties & Liabilities | 138.2 | 11.5 | 9.0 | 2.5 | 22.1 % | 57.6 | 48.5 | 9.0 | 15.7 % |
| TOTAL EXPENSE | \$ 6,341.3 | \$ 528.4 | \$ 288.6 | \$ 239.9 | | \$ 2,642.2 | \$ 1,569.1 | \$ 1,073.1 | |
| SURPLUS (DEFICIT) | | | \$ - | | | | \$ - | | |

Non-Operating COVID Revenue and Expenses

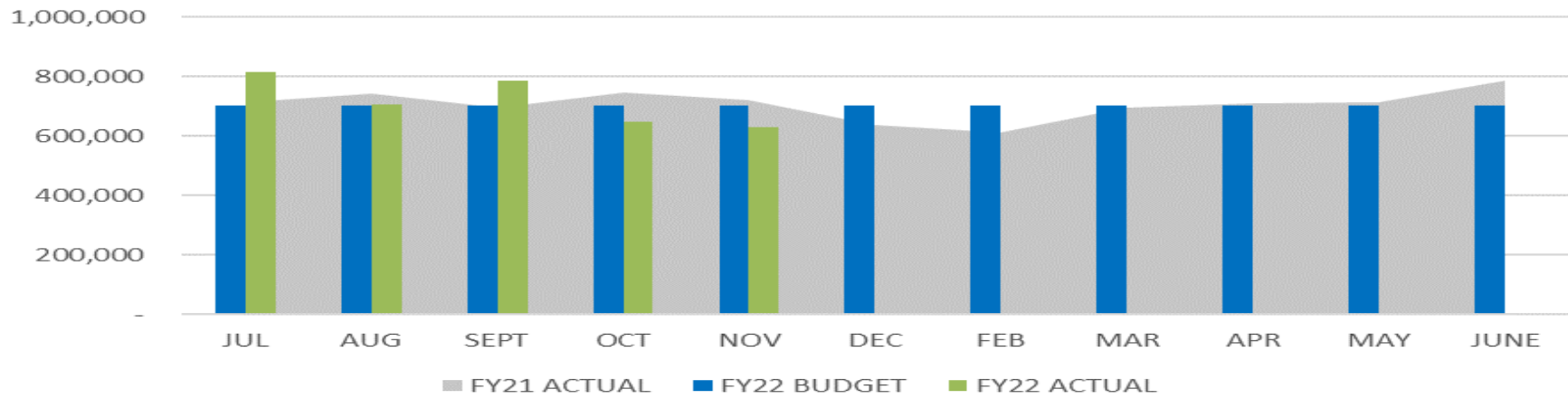
Nov 2021

Dollars in Thousands

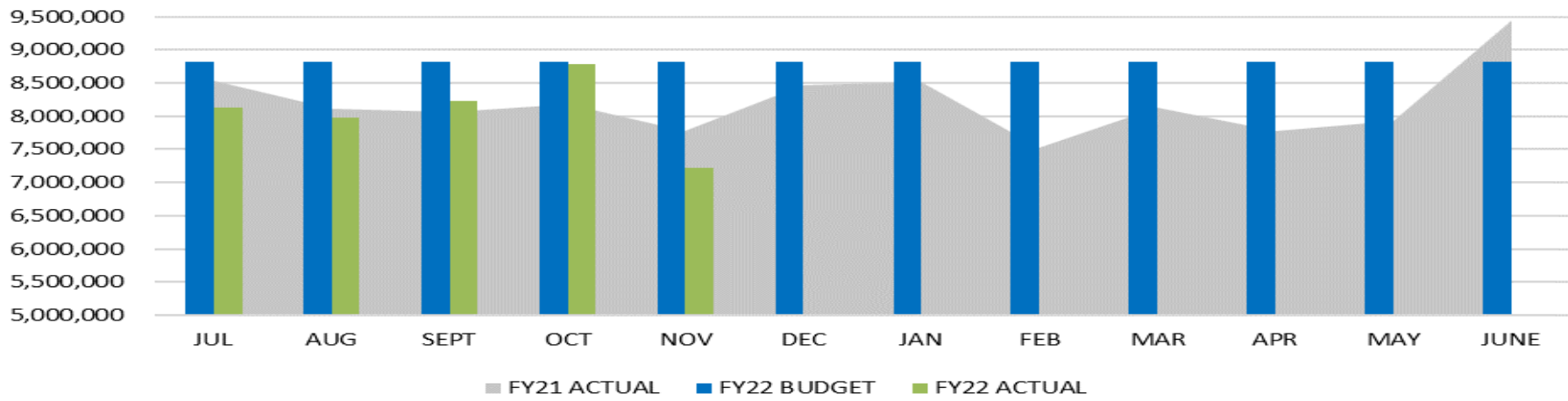
| | Month to Date | Year to Date |
|------------------------------------|-----------------|-----------------|
| Federal Funding (5307/5337) | \$ 226.8 | \$ 973.3 |
| Total Non-Operating Revenue | \$ 226.8 | \$ 973.3 |

| | | |
|------------------------------------|-----------------|-----------------|
| Personnel Services | \$ 141.4 | \$ 654.0 |
| Contract Services | 81.3 | - |
| Materials & Supplies | - | - |
| Other Miscellaneous Expenses | 4.1 | 319.2 |
| Total Non-Operating Expense | \$ 226.8 | \$ 973.3 |
| SURPLUS (DEFICIT) | \$ - | \$ - |

Farebox Revenue



Total Expenses



OPERATING CROSSWALK

November 2021

| FISCAL YEAR 2022 (Dollars in Thousands) | YEAR-TO-DATE | | | | |
|--|--------------------|--------------------|------------------------|------------------------|---------------------|
| | BUDGET | ACTUAL LOCALITY | ACTUAL NON-LOCALITY | ACTUAL CONSOLIDATED | VARIANCE + / (-) |
| REVENUE | | | | | |
| Passenger Revenue | \$ 3,517.5 | \$ 3,352.5 | \$ 224.2 | \$ 3,576.7 | \$ 59.2 |
| Advertising Revenue | \$ 447.9 | \$ 610.6 | \$ 38.8 | \$ 649.4 | \$ 201.5 |
| Other Transportation Revenue | \$ 972.9 | \$ - | \$ 1,007.3 | \$ 1,007.3 | \$ 34.4 |
| Non-Transportation Revenue | \$ 25.0 | \$ 36.9 | \$ (15.5) | \$ 21.4 | \$ (3.6) |
| Federal Funding (PM 5307/5337) | \$ 9,189.0 | \$ 8,228.1 | \$ - | \$ 8,228.1 | \$ (960.9) |
| HRRTF ¹ | \$ 2,387.6 | \$ - | \$ 1,412.1 | \$ 1,412.1 | \$ (975.5) |
| State Funding | \$ 8,932.6 | \$ 8,891.0 | \$ - | \$ 8,891.0 | \$ (41.6) |
| Local Funding | \$ 18,623.4 | \$ 18,623.4 | \$ - | \$ 18,623.4 | \$ - |
| TOTAL REVENUE: | \$ 44,095.9 | \$ 39,742.5 | \$ 2,666.9 | \$ 42,409.4 | \$ (1,686.5) |
| EXPENSE | | | | | |
| Personnel Services | \$ 28,389.4 | \$ 25,184.9 | \$ 1,742.2 | \$ 26,927.1 | \$ 1,462.3 |
| Services | \$ 5,115.9 | \$ 3,983.2 | \$ 275.5 | \$ 4,258.7 | \$ 857.2 |
| Materials & Supplies | \$ 4,225.7 | \$ 3,784.7 | \$ 261.8 | \$ 4,046.5 | \$ 179.2 |
| Utilities | \$ 541.2 | \$ 416.6 | \$ 28.8 | \$ 445.4 | \$ 95.8 |
| Casualties & Liabilities | \$ 1,582.7 | \$ 1,665.5 | \$ 115.2 | \$ 1,780.7 | \$ (198.0) |
| Purchased Transportation | \$ 3,625.7 | \$ 2,367.1 | \$ 163.8 | \$ 2,530.9 | \$ 1,094.8 |
| Other Miscellaneous Expenses | \$ 615.3 | \$ 593.1 | \$ 41.0 | \$ 634.1 | \$ (18.8) |
| TOTAL EXPENSE: | \$ 44,095.9 | \$ 37,995.1 | \$ 2,628.3 | \$ 40,623.4 | \$ 3,472.5 |
| BUDGET STATUS TO DATE²: | \$ - | \$ 1,747.4 | \$ 38.6 | \$ 1,786.0 | \$ 1,786.0 |

1. Hampton Roads Regional Transit Funding for MAX, PCS and 15-minute increment.

2. Includes estimated year-to-date Locality Service Reliability Plan credit.



HAMPTON ROADS TRANSIT

Draft Financial Statement

LOCALITY RECONCILIATION

November 2021

| FISCAL YEAR 2022 (Dollars in Thousands) | TOTAL LOCALITY | | | |
|---|------------------|--------------|-------------|--------------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 44,696.3 | \$ 18,623.4 | \$ 18,623.4 | \$ - |
| Plus: Local Farebox | \$ 7,676.7 | \$ 3,198.6 | \$ 3,352.5 | \$ 153.9 |
| Locality Share - Sub-Total: | \$ 52,373.0 | \$ 21,822.0 | \$ 21,975.9 | \$ 153.9 |
| Plus: Federal Aid | \$ 22,053.7 | \$ 9,189.1 | \$ 8,228.1 | \$ (961.0) |
| State Aid | \$ 21,438.3 | \$ 8,932.6 | \$ 8,891.0 | \$ (41.6) |
| Total Revenue Contribution: | \$ 95,865.0 | \$ 39,943.7 | \$ 39,095.0 | \$ (848.7) |
| Operating Expenses: | \$ 95,865.0 | \$ 39,943.7 | \$ 37,347.6 | \$ (2,596.1) |
| Locality Budget Status to Date ¹ : | \$ 1,747.4 | | | |

KPI

| | | |
|--------------------------------|------|------|
| Farebox Recovery: | 8.0% | 9.0% |
| Farebox % of Budgeted Expense: | | 8.4% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

| FISCAL YEAR 2022 (Dollars in Thousands) | CHESAPEAKE | | | |
|---|------------------|--------------|------------|------------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 2,684.4 | \$ 1,118.5 | \$ 1,118.5 | \$ - |
| Plus: Local Farebox | \$ 415.9 | \$ 173.3 | \$ 162.3 | \$ (11.0) |
| Locality Share - Sub-Total: | \$ 3,100.3 | \$ 1,291.8 | \$ 1,280.8 | \$ (11.0) |
| Plus: Federal Aid | \$ 1,552.6 | \$ 646.9 | \$ 707.2 | \$ 60.3 |
| State Aid | \$ 1,304.2 | \$ 543.4 | \$ 552.8 | \$ 9.4 |
| Total Revenue Contribution: | \$ 5,957.1 | \$ 2,482.1 | \$ 2,540.8 | \$ 58.7 |
| Operating Expenses: | \$ 5,957.1 | \$ 2,482.1 | \$ 2,367.1 | \$ (115.0) |
| Locality Budget Status to Date ¹ : | \$ 173.7 | | | |
| KPI | | | | |
| Farebox Recovery: | 7.0% | | 6.9% | |
| Farebox % of Budgeted Expense: | | | 6.5% | |

1. Estimated year-to-date Locality Service Reliability Plan credit.

LOCALITY RECONCILIATION

November 2021

| FISCAL YEAR 2022 (Dollars in Thousands) | HAMPTON | | | |
|---|------------------|--------------|------------|------------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 4,648.3 | \$ 1,936.8 | \$ 1,936.8 | \$ - |
| Plus: Local Farebox | \$ 814.9 | \$ 339.5 | \$ 290.1 | \$ (49.4) |
| Locality Share - Sub-Total: | \$ 5,463.2 | \$ 2,276.3 | \$ 2,226.9 | \$ (49.4) |
| Plus: Federal Aid | \$ 2,512.4 | \$ 1,046.9 | \$ 814.4 | \$ (232.5) |
| State Aid | \$ 2,276.7 | \$ 948.6 | \$ 874.6 | \$ (74.0) |
| Total Revenue Contribution: | \$ 10,252.3 | \$ 4,271.8 | \$ 3,915.9 | \$ (355.9) |
| Operating Expenses: | \$ 10,252.3 | \$ 4,271.8 | \$ 3,703.4 | \$ (568.4) |
| Locality Budget Status to Date ¹ : | \$ 212.5 | | | |

KPI

| | | |
|--------------------------------|------|------|
| Farebox Recovery: | 7.9% | 7.8% |
| Farebox % of Budgeted Expense: | | 6.8% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

| FISCAL YEAR 2022 (Dollars in Thousands) | NEWPORT NEWS | | | |
|---|------------------|--------------|------------|--------------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 7,374.4 | \$ 3,072.7 | \$ 3,072.7 | \$ - |
| Plus: Local Farebox | \$ 1,468.5 | \$ 611.9 | \$ 499.1 | \$ (112.8) |
| Locality Share - Sub-Total: | \$ 8,842.9 | \$ 3,684.6 | \$ 3,571.8 | \$ (112.8) |
| Plus: Federal Aid | \$ 3,790.0 | \$ 1,579.1 | \$ 1,120.2 | \$ (458.9) |
| State Aid | \$ 3,639.9 | \$ 1,516.6 | \$ 1,373.1 | \$ (143.5) |
| Total Revenue Contribution: | \$ 16,272.8 | \$ 6,780.3 | \$ 6,065.1 | \$ (715.2) |
| Operating Expenses: | \$ 16,272.8 | \$ 6,780.3 | \$ 5,773.4 | \$ (1,006.9) |
| Locality Budget Status to Date ¹ : | \$ 291.7 | | | |

KPI

| | | |
|--------------------------------|------|------|
| Farebox Recovery: | 9.0% | 8.6% |
| Farebox % of Budgeted Expense: | | 7.4% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

| FISCAL YEAR 2022 (Dollars in Thousands) | NORFOLK | | | |
|---|------------------|--------------|-------------|--------------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 19,408.5 | \$ 8,086.8 | \$ 8,086.8 | \$ - |
| Plus: Local Farebox | \$ 3,320.4 | \$ 1,383.5 | \$ 1,555.1 | \$ 171.6 |
| Locality Share - Sub-Total: | \$ 22,728.9 | \$ 9,470.3 | \$ 9,641.9 | \$ 171.6 |
| Plus: Federal Aid | \$ 8,592.8 | \$ 3,580.4 | \$ 2,665.8 | \$ (914.6) |
| State Aid | \$ 9,110.2 | \$ 3,795.9 | \$ 3,704.3 | \$ (91.6) |
| Total Revenue Contribution: | \$ 40,431.9 | \$ 16,846.6 | \$ 16,012.0 | \$ (834.6) |
| Operating Expenses: | \$ 40,431.9 | \$ 16,846.6 | \$ 15,452.6 | \$ (1,394.0) |
| Locality Budget Status to Date ¹ : | | | | \$ 559.4 |

KPI

| | | |
|--------------------------------|------|-------|
| Farebox Recovery: | 8.2% | 10.1% |
| Farebox % of Budgeted Expense: | | 9.2% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

LOCALITY RECONCILIATION

November 2021

| FISCAL YEAR 2022 (Dollars in Thousands) | PORTSMOUTH | | | |
|---|------------------|--------------|------------|------------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 2,834.9 | \$ 1,181.2 | \$ 1,181.2 | \$ - |
| Plus: Local Farebox | \$ 514.3 | \$ 214.3 | \$ 224.8 | \$ 10.5 |
| Locality Share - Sub-Total: | \$ 3,349.2 | \$ 1,395.5 | \$ 1,406.0 | \$ 10.5 |
| Plus: Federal Aid | \$ 1,684.1 | \$ 701.7 | \$ 721.5 | \$ 19.8 |
| State Aid | \$ 1,415.5 | \$ 589.8 | \$ 603.4 | \$ 13.6 |
| Total Revenue Contribution: | \$ 6,448.8 | \$ 2,687.0 | \$ 2,730.9 | \$ 43.9 |
| Operating Expenses: | \$ 6,448.8 | \$ 2,687.0 | \$ 2,577.0 | \$ (110.0) |
| Locality Budget Status to Date ¹ : | | | | \$ 153.9 |

KPI

| | | |
|--------------------------------|------|------|
| Farebox Recovery: | 8.0% | 8.7% |
| Farebox % of Budgeted Expense: | | 8.4% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

LOCALITY RECONCILIATION

November 2021

| FISCAL YEAR 2022 (Dollars in Thousands) | VIRGINIA BEACH | | | |
|---|------------------|--------------|------------|----------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 7,745.8 | \$ 3,227.4 | \$ 3,227.4 | \$ - |
| Plus: Local Farebox | \$ 1,142.7 | \$ 476.1 | \$ 621.1 | \$ 145.0 |
| Locality Share - Sub-Total: | \$ 8,888.5 | \$ 3,703.5 | \$ 3,848.5 | \$ 145.0 |
| Plus: Federal Aid | \$ 3,921.8 | \$ 1,634.1 | \$ 2,199.0 | \$ 564.9 |
| State Aid | \$ 3,691.8 | \$ 1,538.3 | \$ 1,782.8 | \$ 244.5 |
| Total Revenue Contribution: | \$ 16,502.1 | \$ 6,875.9 | \$ 7,830.3 | \$ 954.4 |
| Operating Expenses: | \$ 16,502.1 | \$ 6,875.9 | \$ 7,474.1 | \$ 598.2 |
| Locality Budget Status to Date ¹ : | | | | \$ 356.2 |

KPI

| | | |
|--------------------------------|------|------|
| Farebox Recovery: | 6.9% | 8.3% |
| Farebox % of Budgeted Expense: | | 9.0% |

1. Estimated year-to-date Locality Service Reliability Plan credit.



HAMPTON ROADS
TRANSIT

Draft Financial Statement

DECEMBER 2021 FISCAL YEAR 2022 FINANCIAL REPORT

gohrt.com

OPERATING FINANCIAL STATEMENTS

December 2021

| FISCAL YEAR 2022 Dollars in Thousands | Annual | | Month to Date | | | Year to Date | | | |
|--|---------------------|-------------------|-------------------|-----------------|---------------|--------------------|--------------------|---------------------|----------------|
| | Budget | | Budget | Actual | Variance | Budget | Actual | Variance | |
| Operating Revenue | | | | | | | | | |
| Passenger Revenue | \$ 8,442.0 | \$ 703.5 | \$ 693.3 | \$ (10.2) | (1.4) % | \$ 4,221.0 | \$ 4,270.0 | \$ 49.0 | 1.2 % |
| Advertising Revenue | 1,075.0 | 89.6 | 259.3 | 169.7 | 189.4 % | 537.5 | 917.3 | 379.8 | 70.7 % |
| Other Transportation Revenue | 2,335.0 | 194.6 | 203.5 | 9.0 | 4.6 % | 1,167.5 | 1,210.8 | 43.3 | 3.7 % |
| Non-Transportation Revenue | 60.0 | 5.0 | 9.2 | 4.2 | 84.1 % | 30.0 | 21.9 | (8.1) | (27.1) % |
| Total Operating Revenue | 11,912.0 | 992.7 | 1,165.4 | 172.7 | 17.4 % | 5,956.0 | 6,419.9 | 464.0 | 7.8 % |
| Non-Operating Revenue | | | | | | | | | |
| Federal Funding (5307/5337) | 22,053.7 | 1,837.8 | 2,078.8 | 241.0 | 13.1 % | 11,026.8 | 10,306.9 | (719.9) | (6.5) % |
| HRRTF Funding | 5,730.1 | 477.5 | 287.0 | (190.5) | (39.9) % | 2,865.1 | 1,699.1 | (1,166.0) | (40.7) % |
| State Funding | 21,438.3 | 1,786.5 | 1,778.2 | (8.3) | (0.5) % | 10,719.2 | 10,669.2 | (50.0) | (0.5) % |
| Local Funding | 44,696.1 | 3,724.7 | 3,724.7 | - | - % | 22,348.1 | 22,348.1 | - | - % |
| Total Non-Operating Revenue | 93,918.3 | 7,826.5 | 7,868.6 | 42.1 | 0.5 % | 46,959.1 | 45,023.2 | (1,935.9) | (4.1) % |
| TOTAL REVENUE | \$ 105,830.2 | \$ 8,819.2 | \$ 9,034.0 | \$ 214.8 | | \$ 52,915.1 | \$ 51,443.2 | \$ (1,471.9) | |
| Personnel Services | \$ 67,964.3 | \$ 5,645.2 | \$ 5,641.7 | \$ 3.5 | 0.1 % | \$ 34,034.6 | \$ 32,568.8 | \$ 1,465.8 | 4.3 % |
| Contract Services | 13,025.5 | 1,165.0 | 989.9 | 175.1 | 15.0 % | 6,280.9 | 5,254.6 | 1,026.4 | 16.3 % |
| Materials & Supplies | 5,485.5 | 463.4 | 334.9 | 128.6 | 27.7 % | 2,778.0 | 2,336.3 | 441.7 | 15.9 % |
| Gas & Diesel | 3,984.7 | 332.1 | 328.1 | 3.9 | 1.2 % | 1,992.3 | 2,145.4 | (153.1) | (7.7) % |
| Contractor's Fuel Usage | 597.3 | 49.8 | 39.2 | 10.6 | 21.3 % | 298.6 | 263.9 | 34.7 | 11.6 % |
| Utilities | 1,183.8 | 108.2 | 89.1 | 19.1 | 17.7 % | 649.4 | 534.4 | 114.9 | 17.7 % |
| Casualties & Liabilities | 3,798.5 | 316.5 | 332.9 | (16.4) | (5.2) % | 1,899.3 | 2,113.6 | (214.3) | (11.3) % |
| Purchased Transportation | 8,205.7 | 577.1 | 542.0 | 35.2 | 6.1 % | 4,202.8 | 3,072.9 | 1,130.0 | 26.9 % |
| Other Miscellaneous Expenses | 1,585.0 | 161.8 | 84.4 | 77.4 | 47.8 % | 779.1 | 721.7 | 57.3 | 7.4 % |
| TOTAL EXPENSE | \$ 105,830.2 | \$ 8,819.2 | \$ 8,382.2 | \$ 437.0 | | \$ 52,915.1 | \$ 49,011.8 | \$ 3,903.3 | |
| SURPLUS (DEFICIT) | | | \$ 651.8 | | | | \$ 2,431.4 | | |

Line of Credit balance as of December 31, 2021, is \$4,795,013.18 or 28% of available funding

CARES Act balance available through December 31, 2021 expenses: \$ 4,270,288

OPERATING FINANCIAL STATEMENTS

December 2021

MAX, PCS, 15-MINUTE INCREMENT

| FISCAL YEAR 2022 | Annual | | Month to Date | | | Year to Date | | | |
|--------------------------|------------|----------|---------------|------------|----------|--------------|------------|--------------|----------|
| Dollars in Thousands | Budget | Budget | Actual | Variance | | Budget | Actual | Variance | |
| Operating Revenue | | | | | | | | | |
| Passenger Revenue | \$ 611.1 | \$ 50.9 | \$ 33.2 | \$ (17.8) | (34.9) % | \$ 305.6 | \$ 190.3 | \$ (115.3) | (37.7) % |
| RTS Program | 5,730.1 | 477.5 | 287.0 | (190.5) | (39.9) % | 2,865.1 | 1,699.1 | (1,166.0) | (40.7) % |
| TOTAL REVENUE | \$ 6,341.3 | \$ 528.4 | \$ 320.2 | \$ (208.3) | | \$ 3,170.6 | \$ 1,889.4 | \$ (1,281.3) | |
| | | | | | | | | | |
| Personnel Services | \$ 4,811.0 | \$ 400.9 | \$ 250.2 | \$ 150.7 | 37.6 % | \$ 2,405.5 | \$ 1,442.0 | \$ 963.5 | 40.1 % |
| Contract Services | 644.0 | 53.7 | 34.9 | 18.7 | 34.9 % | 322.0 | 180.2 | 141.9 | 44.1 % |
| Materials & Supplies | 699.4 | 58.3 | 24.3 | 34.0 | 58.3 % | 349.7 | 197.9 | 151.8 | 43.4 % |
| Utilities | 48.7 | 4.1 | 2.0 | 2.0 | 50.4 % | 24.3 | 12.0 | 12.4 | 50.9 % |
| Casualties & Liabilities | 138.2 | 11.5 | 8.8 | 2.7 | 23.5 % | 69.1 | 57.3 | 11.7 | 17.0 % |
| TOTAL EXPENSE | \$ 6,341.3 | \$ 528.4 | \$ 320.2 | \$ 208.3 | | \$ 3,170.6 | \$ 1,889.4 | \$ 1,281.4 | |
| SURPLUS (DEFICIT) | | | \$ - | | | | \$ - | | |

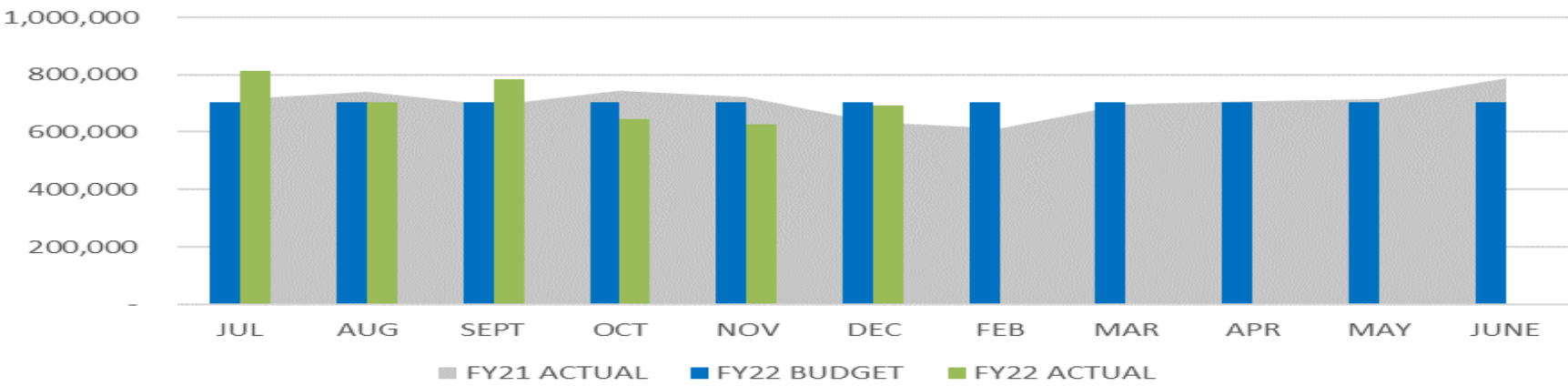
Non-Operating COVID Revenue and Expenses Dec 2021

Dollars in Thousands

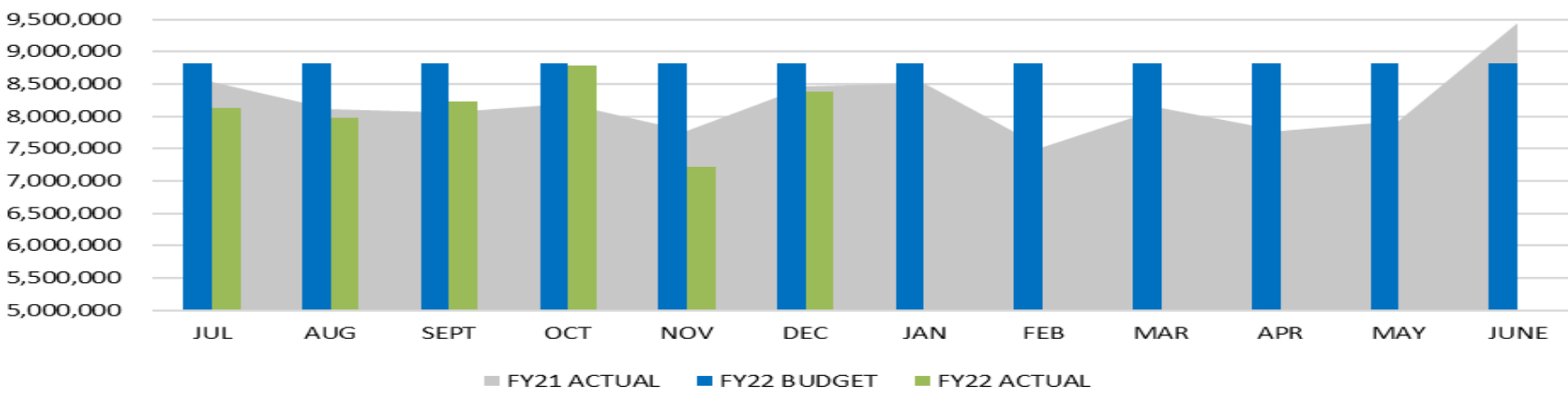
| | Month to Date | Year to Date |
|------------------------------------|----------------|-------------------|
| Federal Funding (5307/5337) | \$ 64.3 | \$ 1,037.6 |
| Total Non-Operating Revenue | \$ 64.3 | \$ 1,037.6 |

| | | |
|------------------------------------|----------------|-------------------|
| Personnel Services | \$ 19.3 | \$ 338.6 |
| Contract Services | 43.5 | 636.2 |
| Materials & Supplies | - | 21.7 |
| Other Miscellaneous Expenses | 1.5 | 41.1 |
| Total Non-Operating Expense | \$ 64.3 | \$ 1,037.6 |
| SURPLUS (DEFICIT) | \$ - | \$ - |

Farebox Revenue



Total Expenses



OPERATING CROSSWALK

December 2021

| FISCAL YEAR 2022 (Dollars in Thousands) | YEAR-TO-DATE | | | | |
|--|--------------------|--------------------|------------------------|------------------------|---------------------|
| | BUDGET | ACTUAL LOCALITY | ACTUAL NON-LOCALITY | ACTUAL CONSOLIDATED | VARIANCE + / (-) |
| REVENUE | | | | | |
| Passenger Revenue | \$ 4,221.0 | \$ 4,000.9 | \$ 269.2 | \$ 4,270.1 | \$ 49.1 |
| Advertising Revenue | \$ 537.5 | \$ 862.3 | \$ 55.0 | \$ 917.3 | \$ 379.8 |
| Other Transportation Revenue | \$ 1,167.5 | \$ - | \$ 1,210.8 | \$ 1,210.8 | \$ 43.3 |
| Non-Transportation Revenue | \$ 30.0 | \$ 7.2 | \$ 14.7 | \$ 21.9 | \$ (8.1) |
| Federal Funding (PM 5307/5337) | \$ 11,026.8 | \$ 10,306.7 | \$ - | \$ 10,306.7 | \$ (720.1) |
| HRRTF ¹ | \$ 2,865.1 | \$ - | \$ 1,699.1 | \$ 1,699.1 | \$ (1,166.0) |
| State Funding | \$ 10,719.1 | \$ 10,669.2 | \$ - | \$ 10,669.2 | \$ (49.9) |
| Local Funding | \$ 22,348.1 | \$ 22,348.1 | \$ - | \$ 22,348.1 | \$ - |
| TOTAL REVENUE: | \$ 52,915.1 | \$ 48,194.4 | \$ 3,248.8 | \$ 51,443.2 | \$ (1,471.9) |
| EXPENSE | | | | | |
| Personnel Services | \$ 34,034.6 | \$ 30,457.8 | \$ 2,111.0 | \$ 32,568.8 | \$ 1,465.8 |
| Services | \$ 6,280.9 | \$ 4,914.0 | \$ 340.6 | \$ 5,254.6 | \$ 1,026.3 |
| Materials & Supplies | \$ 5,069.0 | \$ 4,438.1 | \$ 307.6 | \$ 4,745.7 | \$ 323.3 |
| Utilities | \$ 649.4 | \$ 499.8 | \$ 34.6 | \$ 534.4 | \$ 115.0 |
| Casualties & Liabilities | \$ 1,899.3 | \$ 1,976.6 | \$ 137.0 | \$ 2,113.6 | \$ (214.3) |
| Purchased Transportation | \$ 4,202.8 | \$ 2,873.7 | \$ 199.2 | \$ 3,072.9 | \$ 1,129.9 |
| Other Miscellaneous Expenses | \$ 779.1 | \$ 675.0 | \$ 46.8 | \$ 721.8 | \$ 57.3 |
| TOTAL EXPENSE: | \$ 52,915.1 | \$ 45,835.0 | \$ 3,176.8 | \$ 49,011.8 | \$ 3,903.3 |
| BUDGET STATUS TO DATE²: | \$ - | \$ 2,359.4 | \$ 72.0 | \$ 2,431.4 | \$ 2,431.4 |

1. Hampton Roads Regional Transit Funding for MAX, PCS and 15-minute increment.

2. Includes estimated year-to-date Locality Service Reliability Plan credit.



HAMPTON ROADS TRANSIT

Draft Financial Statement

| FISCAL YEAR 2022 (Dollars in Thousands) | TOTAL LOCALITY | | | |
|---|------------------|--------------|-------------|--------------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 44,696.3 | \$ 22,348.1 | \$ 22,348.1 | \$ - |
| Plus: Local Farebox | \$ 7,676.7 | \$ 3,838.6 | \$ 4,000.9 | \$ 162.3 |
| Locality Share - Sub-Total: | \$ 52,373.0 | \$ 26,186.7 | \$ 26,349.0 | \$ 162.3 |
| Plus: Federal Aid | \$ 22,053.7 | \$ 11,026.7 | \$ 10,306.7 | \$ (720.0) |
| State Aid | \$ 21,438.3 | \$ 10,719.3 | \$ 10,669.2 | \$ (50.1) |
| Total Revenue Contribution: | \$ 95,865.0 | \$ 47,932.7 | \$ 47,324.9 | \$ (607.8) |
| Operating Expenses: | \$ 95,865.0 | \$ 47,932.7 | \$ 44,965.5 | \$ (2,967.2) |
| Locality Budget Status to Date ¹ : | \$ 2,359.4 | | | |
| KPI | | | | |
| Farebox Recovery: | 8.0% | | 8.9% | |
| Farebox % of Budgeted Expense: | | | 8.3% | |

1. Estimated year-to-date Locality Service Reliability Plan credit.

LOCALITY RECONCILIATION

December 2021

| FISCAL YEAR 2022 (Dollars in Thousands) | CHESAPEAKE | | | |
|---|------------------|--------------|------------|-----------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 2,684.4 | \$ 1,342.2 | \$ 1,342.2 | \$ - |
| Plus: Local Farebox | \$ 415.9 | \$ 208.0 | \$ 197.2 | \$ (10.8) |
| Locality Share - Sub-Total: | \$ 3,100.3 | \$ 1,550.2 | \$ 1,539.4 | \$ (10.8) |
| Plus: Federal Aid | \$ 1,552.6 | \$ 776.3 | \$ 899.3 | \$ 123.0 |
| State Aid | \$ 1,304.2 | \$ 652.1 | \$ 671.0 | \$ 18.9 |
| Total Revenue Contribution: | \$ 5,957.1 | \$ 2,978.6 | \$ 3,109.7 | \$ 131.1 |
| Operating Expenses: | \$ 5,957.1 | \$ 2,978.6 | \$ 2,879.1 | \$ (99.5) |
| Locality Budget Status to Date ¹ : | | | | \$ 230.6 |

KPI

| | | |
|--------------------------------|------|------|
| Farebox Recovery: | 7.0% | 6.8% |
| Farebox % of Budgeted Expense: | | 6.6% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

| FISCAL YEAR 2022 (Dollars in Thousands) | HAMPTON | | | |
|---|------------------|--------------|------------|------------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 4,648.3 | \$ 2,324.2 | \$ 2,324.2 | \$ - |
| Plus: Local Farebox | \$ 814.9 | \$ 407.5 | \$ 355.2 | \$ (52.3) |
| Locality Share - Sub-Total: | \$ 5,463.2 | \$ 2,731.7 | \$ 2,679.4 | \$ (52.3) |
| Plus: Federal Aid | \$ 2,512.4 | \$ 1,256.1 | \$ 1,044.2 | \$ (211.9) |
| State Aid | \$ 2,276.7 | \$ 1,138.4 | \$ 1,059.1 | \$ (79.3) |
| Total Revenue Contribution: | \$ 10,252.3 | \$ 5,126.2 | \$ 4,782.7 | \$ (343.5) |
| Operating Expenses: | \$ 10,252.3 | \$ 5,126.2 | \$ 4,496.9 | \$ (629.3) |
| Locality Budget Status to Date ¹ : | | | | \$ 285.8 |

KPI

| | | |
|--------------------------------|------|------|
| Farebox Recovery: | 7.9% | 7.9% |
| Farebox % of Budgeted Expense: | | 6.9% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

LOCALITY RECONCILIATION

December 2021

| FISCAL YEAR 2022 (Dollars in Thousands) | NEWPORT NEWS | | | |
|---|------------------|--------------|------------|--------------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 7,374.4 | \$ 3,687.2 | \$ 3,687.2 | \$ - |
| Plus: Local Farebox | \$ 1,468.5 | \$ 734.3 | \$ 604.4 | \$ (129.9) |
| Locality Share - Sub-Total: | \$ 8,842.9 | \$ 4,421.5 | \$ 4,291.6 | \$ (129.9) |
| Plus: Federal Aid | \$ 3,790.0 | \$ 1,894.9 | \$ 1,454.1 | \$ (440.8) |
| State Aid | \$ 3,639.9 | \$ 1,820.0 | \$ 1,663.3 | \$ (156.7) |
| Total Revenue Contribution: | \$ 16,272.8 | \$ 8,136.4 | \$ 7,409.0 | \$ (727.4) |
| Operating Expenses: | \$ 16,272.8 | \$ 8,136.4 | \$ 7,015.6 | \$ (1,120.8) |
| Locality Budget Status to Date ¹ : | | | | \$ 393.4 |

KPI

| | | |
|--------------------------------|------|------|
| Farebox Recovery: | 9.0% | 8.6% |
| Farebox % of Budgeted Expense: | | 7.4% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

| FISCAL YEAR 2022 (Dollars in Thousands) | NORFOLK | | | |
|---|------------------|--------------|-------------|--------------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 19,408.5 | \$ 9,704.3 | \$ 9,704.3 | \$ - |
| Plus: Local Farebox | \$ 3,320.4 | \$ 1,660.2 | \$ 1,854.1 | \$ 193.9 |
| Locality Share - Sub-Total: | \$ 22,728.9 | \$ 11,364.5 | \$ 11,558.4 | \$ 193.9 |
| Plus: Federal Aid | \$ 8,592.8 | \$ 4,296.4 | \$ 3,460.5 | \$ (835.9) |
| State Aid | \$ 9,110.2 | \$ 4,555.1 | \$ 4,470.1 | \$ (85.0) |
| Total Revenue Contribution: | \$ 40,431.9 | \$ 20,216.0 | \$ 19,489.0 | \$ (727.0) |
| Operating Expenses: | \$ 40,431.9 | \$ 20,216.0 | \$ 18,714.2 | \$ (1,501.8) |
| Locality Budget Status to Date ¹ : | | | | \$ 774.8 |

KPI

| | | |
|--------------------------------|------|------|
| Farebox Recovery: | 8.2% | 9.9% |
| Farebox % of Budgeted Expense: | | 9.2% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

LOCALITY RECONCILIATION

December 2021

| FISCAL YEAR 2022 (Dollars in Thousands) | PORTSMOUTH | | | |
|---|------------------|--------------|------------|------------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 2,834.9 | \$ 1,417.4 | \$ 1,417.4 | \$ - |
| Plus: Local Farebox | \$ 514.3 | \$ 257.2 | \$ 265.0 | \$ 7.8 |
| Locality Share - Sub-Total: | \$ 3,349.2 | \$ 1,674.6 | \$ 1,682.4 | \$ 7.8 |
| Plus: Federal Aid | \$ 1,684.1 | \$ 842.0 | \$ 909.4 | \$ 67.4 |
| State Aid | \$ 1,415.5 | \$ 707.8 | \$ 727.4 | \$ 19.6 |
| Total Revenue Contribution: | \$ 6,448.8 | \$ 3,224.4 | \$ 3,319.2 | \$ 94.8 |
| Operating Expenses: | \$ 6,448.8 | \$ 3,224.4 | \$ 3,114.4 | \$ (110.0) |
| Locality Budget Status to Date ¹ : | \$ 204.8 | | | |

KPI

| | | |
|--------------------------------|------|------|
| Farebox Recovery: | 8.0% | 8.5% |
| Farebox % of Budgeted Expense: | | 8.2% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

LOCALITY RECONCILIATION

December 2021

| FISCAL YEAR 2022 (Dollars in Thousands) | VIRGINIA BEACH | | | |
|---|------------------|--------------|------------|----------|
| | ANNUAL BUDGET | YEAR-TO-DATE | | |
| | | BUDGET | ACTUAL | VARIANCE |
| Locality Operating Share | \$ 7,745.8 | \$ 3,872.8 | \$ 3,872.8 | \$ - |
| Plus: Local Farebox | \$ 1,142.7 | \$ 571.4 | \$ 725.0 | \$ 153.6 |
| Locality Share - Sub-Total: | \$ 8,888.5 | \$ 4,444.2 | \$ 4,597.8 | \$ 153.6 |
| Plus: Federal Aid | \$ 3,921.8 | \$ 1,961.0 | \$ 2,539.2 | \$ 578.2 |
| State Aid | \$ 3,691.8 | \$ 1,845.9 | \$ 2,078.3 | \$ 232.4 |
| Total Revenue Contribution: | \$ 16,502.1 | \$ 8,251.1 | \$ 9,215.3 | \$ 964.2 |
| Operating Expenses: | \$ 16,502.1 | \$ 8,251.1 | \$ 8,745.3 | \$ 494.2 |
| Locality Budget Status to Date ¹ : | | | | \$ 470.0 |

KPI

| | | |
|--------------------------------|------|------|
| Farebox Recovery: | 6.9% | 8.3% |
| Farebox % of Budgeted Expense: | | 8.8% |

1. Estimated year-to-date Locality Service Reliability Plan credit.

| | | | | | |
|---------------------|----------|---------------|--|---------------|-----------|
| Contract No: | 22-00168 | Title: | Light Rail Transit Batteries and Testing Equipment | Price: | \$104,156 |
|---------------------|----------|---------------|--|---------------|-----------|

Acquisition Description: Enter into a contract with a qualified contractor to provide 147 replacement batteries and associated battery testing equipment for the Light Rail Traction Power Substations (Substations).

Background: Hampton Roads Transit (HRT) currently owns and operates seven (7) Substations along the Tide Light Rail Transit system. Each Substation is fitted with twenty (20) batteries to provide the required voltage to keep the Light Rail system operational in the event of power outages. In accordance with industry best practice, and further evidenced by discovery of failure during monthly maintenance checks, HRT staff has determined that the existing batteries are at the end of their useful and operational life and therefore require replacement to maintain a State of Good Repair. Under the terms of this contract, the Contractor is required to provide 147 batteries (including 7 spares) and associated testing equipment in order to facilitate HRT's Maintenance Staff in the replacement of the batteries at each Substation.

Contract Approach: A Request for Quote (RFQ) was issued on November 17, 2021. Three (3) quotes were received on November 24, 2021 from the following firms:

- Alpine Power Systems, Inc. (APS)
- Batteries Plus
- Ellis Solutions Inc. (ESI)

After a review and evaluation of the quotes received, APS was deemed the lowest priced offeror and is therefore eligible for award. APS's pricing was deemed fair and reasonable base on a price analysis performed and the fact that the pricing was obtained in a competitive environment. A contractor responsibility review performed confirmed that APS, located in Redford, MI, is technically and financially capable to perform the work.

No DBE goal was assigned for this solicitation.

Cost/Funding: This contract will be funded with 28% 5337 Federal Grant, 68% State Grant and 4% Local Match.

Project Manager: Sory Bamba, Manager of Rail Systems

Contracting Officer: Theresa Petrowicz, Contract Specialist

Recommendation: It is respectfully recommended that the Commission approve the award of a contract to Alpine Power Systems, Inc. to provide 147 replacement batteries and associated testing equipment for the Light Rail Traction Power Substations in the not-to-exceed amount of \$104,156.

| | | | | | |
|---------------------|----------|---------------|--|---------------|-----------|
| Contract No: | 22-00168 | Title: | Light Rail Transit Batteries and Testing Equipment | Price: | \$104,156 |
|---------------------|----------|---------------|--|---------------|-----------|

SOLICITATION RESULTS

| OFFEROR | QUOTE |
|-----------------------------------|---------------------|
| Alpine Power Systems, Inc. | \$104,156.00 |
| Batteries Plus | \$129,099.81 |
| Ellis Solutions Inc. | \$170,360.00 |

| | | | | | |
|----------------------------|-----------|---------------|---|---------------|-----------|
| Purchase Order No.: | PO0006448 | Title: | PeopleSoft HCM Severity 1 Fixes and US Tax Form Updates (Renewal) | Price: | \$120,000 |
|----------------------------|-----------|---------------|---|---------------|-----------|

Acquisition Description: Award a renewal Purchase Order for a vendor to provide PeopleSoft Human Capital Management (HCM) Severity 1 Fix Support and United States tax form updates.

Background: Hampton Roads Transit (HRT) requires continued technical support services for its PeopleSoft HCM 9.1 software. The PeopleSoft HCM software is crucial to support ongoing operations for workforce management, employee benefits, time collection, and payroll. This continued support ensures coverage in the event of issues with the use of HRT's PeopleSoft HCM 9.1 application. Under the terms of this agreement, the vendor will provide PeopleSoft HCM severity 1 fixes and US 1099 tax form updates.

Contract Approach: A Request for Quote (RFQ) was issued on December 1, 2021. Two (2) quotes were received on December 2, 2021 from the following firms:

- Oracle
- Mythics, Inc.

After review and evaluation of the quotes received, Oracle was deemed the lowest priced offeror and is therefore eligible for award.

Based on a price analysis performed utilizing the independent cost estimate, and the fact that the pricing was obtained in a competitive environment, Oracle's quote is deemed fair and reasonable. A contractor responsibility review performed confirmed that Oracle is technically and financially capable to provide the requested items.

Oracle is headquartered in Austin, TX and has been a computer technology corporation and software provider for over forty-four (44) years. Oracle has also provided similar services to HRT satisfactorily.

Cost/Funding: This Purchase Order will be funded with operating funds.

Project Manager: Glenda Dixon, Director of ERP Services

Contracting Officer: Jason Petruska, Senior Contract Specialist

Recommendation: It is respectfully recommended that the Commission approve the award of a Purchase Order to Oracle to provide PeopleSoft Human Capital Management Severity 1 Fixes and United States 1099 tax form updates in the total amount of \$120,000.

| | | | | | |
|--------------------------------|-----------|---------------|--|---------------|-----------|
| Purchase Order No.: | PO0006448 | Title: | PeopleSoft HCM Severity 1 Fixes and US Tax Form Updates (Renewal) | Price: | \$120,000 |
|--------------------------------|-----------|---------------|--|---------------|-----------|

SOLICITATION RESULTS

| OFFEROR | QUOTE |
|----------------|------------------|
| Oracle | \$120,000 |
| Mythics, Inc. | \$124,800 |

TRAC Report

January 2022

HRT's Transit Riders Advisory Committee (TRAC) met on Wednesday, January 5, 2022, in the board room in Hampton. Chair Denise Johnson convened the meeting at 6pm. TRAC members in attendance were Denise Johnson, Alyson Swett, and Robert Neely. HRT staff in attendance were Rodney Davis, Antoinette White, Henry Ryto, and Theresa Dempsey.

The November minutes were not approved for lack of a quorum.

Mr. Henry Ryto reviewed the meeting calendar for the year with committee members.

Ms. Antoinette White asked for feedback on the November 14, 2021, service board. There was no feedback.

Ms. White provided an overview on the Norfolk Redesign. She said the plan was approved by the Norfolk City Council and is scheduled for implementation in January 2023. Routes 4, 5, 9, 11, and 25 will be eliminated. Routes 7 and 962 will be added. Routes 1 & 2 will operate on a 15-minute frequency throughout the day. Some TRAC members expressed their concern about the distances customers will be required to walk based on the plan.

Ms. White provided an overview on the Naval Base Circulator. She said a private contractor would operate a circulator on Naval Station Norfolk in July 2022, between 5am and 6pm. She also discussed the microtransit pilot stating there would be two zones, one in Newport News, and one in Virginia Beach.

Mr. Davis showed the promotional video on the real-time bus information available to customers on their phones.

Mr. Davis discussed the trend line in delayed and canceled trips between January and December 2021, stating that the number of canceled trips decreased substantially upon implementation of the Service Reliability Plan. Afterwards, he reviewed the new process for handling paratransit complaints.

During his "Director's Remarks", Mr. Davis reviewed complaints submitted by TRAC members, and discussed the adverse impact of inclement weather on Operations on January 3.

During her Chair Remarks, Ms. Johnson thanked the HRT staff and TRAC for their work.

The meeting adjourned at 6:50 P.M. The next TRAC meeting will be on March 9, 2022, in the board room in Norfolk at 6pm.