Meeting of the Transportation District Commission of Hampton Roads

Thursday, July 28, 2022, at 3400 Victoria Boulevard, Hampton, VA – In Person

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A meeting of the Transportation District Commission of Hampton Roads will be held on Thursday, July 28, 2022, at 3400 Victoria Boulevard, Hampton, VA – In Person.

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.

HAMPTON ROADS TRANSIT

Transportation District Commission of Hampton Roads
Strategic Work Session
Hampton Boardroom
(3400 Victoria Blvd)

July 28, 2022
11:30am – 1:00pm

Agenda

1.	Call to Order	The Honorable Aaron Rouse, *Chair*
2.	Purpose and Agenda	William Harrell, *President & CEO*
3.	Vision, Mission, Values	William Harrell
4.	Agency Goals and Objectives	Brian Smith, *Deputy CEO*
5.	Commission Survey Results and Priorities Discussion	Ray Amoruso, *Chief Planning & Development Officer*
6.	Virginia Department of Rail & Public Transportation Presentation	Jennifer DeBruhl, *Director*
7.	Federal Transit Administration Presentation	Felicia James, *Associate Administrator for Environmental & Planning* Theresa Garcia Crews, *Regional Administrator - Region III*
8.	Capital Improvement Plan – Focus Topic: Electrification	Brian Smith Sibyl Pappas, *Chief Engineering and Facilities Officer*
9.	Transit Strategic Plan Update	Ray Amoruso
10.	Wrap Up	William Harrell

Strategic Planning Definitions

Agency Strategic Plan – a formal plan that defines HRT's vision, mission, values, goals and objectives, and specific strategic initiatives and performance measurements the agency uses to achieve desired organizational and operational outcomes.

Customers – the actual or potential user of HRT services.

Goals – conditions or performance levels that HRT desires to attain and maintain.

Governance – the system of management and controls that are exercised in the stewardship of HRT, including roles and responsibilities of the Board of Commissioners and fulfillment of fiduciary obligations and various regulatory requirements.

Key Process – a process that is critical to achieving an intended outcome.

Major Annual Tasks – recurring plans, programs and activities that determine and meet requirements for HRT to achieve its vision, mission, goals, and objectives.

Mission – HRT's overall purpose and function. The mission statement describes what HRT is working to accomplish.

Objectives – results HRT intends to accomplish to support agency Goals, such as a service performed, a product produced, or a purpose achieved.

Organizational Learning – new knowledge and skills that are acquired and put to use through research and evaluation, study, experience, and innovation. Organizational learning helps HRT to manage risks, adapt and continuously improve services, plans, programs, and business activities.

Performance Measurement – Numerical information that quantifies the outputs and outcomes of processes, plans, programs, and business activities which HRT uses to evaluate and compare results to performance standards, targets, and goals.

Strategic Initiatives - sets of actions that clarify how the agency intends to achieve objectives.

Service Partners – organizations or business entities that have a direct role or influence on the process of generating HRT products and services, including contractors and local, regional, state, and federal government entities.

Strategic Planning Process (SPP) – the process by which HRT develops strategic goals and objectives and implements, monitors, and continuously improves on key processes, plans, programs, and initiatives to achieve the agency's vision and mission.

Values – set of beliefs that guide behavior and underlie how HRT goes about its day-to-day activities. Values can be described as 'the way we do business around here' as HRT strives to achieve its vision and mission.

Vision – HRT's desired state. The vision statement describes where HRT is headed, what it intends to be, and how it wishes to be perceived.

Mission

To connect Hampton Roads with transportation solutions that are reliable, safe, efficient, and sustainable.

Vision

A progressive mobility agency that promotes prosperity across Hampton Roads through collaboration and teamwork.

Values

Safety
We strive for safety excellence across all areas of our business.

Customer Service
We're committed to professional, courteous and dependable service.

Workforce Success
We're committed to effective hiring, training, and ongoing success of every team member.

Fiscal Responsibility
We're dedicated to diligent stewardship that is accountable, transparent, and delivers the most value for our customers and funding partners.

Agency Goals and Objectives

A. Provide a high-quality service that is easy to use and enhances people's lives.

1. Provide reliable, safe, and desirable service, amenities, and information.
2. Serve people where and when they need to travel.
3. Achieve and maintain a high rate of customer satisfaction.

B. Foster regional quality of life and economic vitality.

1. Contribute to regional congestion mitigation and environmental health and sustainability.
2. Maximize access for residents, employees, and visitors to and between regional activity centers, job centers, and workforce development opportunities.
3. Build community trust as a valuable partner in a thriving region.

C. Ensure financial stewardship and cost-effective operations.

1. Provide cost-efficient transit service that leverages all available resources to offer the best value for the investment.
2. Perform asset management that achieves and maintains a state of good repair and sustainability and maximizes investment impacts.
3. Effectively align and manage resources and processes to maximize workplace productivity, achieve agency goals, and demonstrate safe and sustainable business practices to ensure long-term viability.

D. Build a culture for innovation and workforce success to ensure HRT remains relevant to the dynamic needs of the region.

1. Continue to progress and innovate collaboratively with our partners and stakeholders to improve service to customers.
2. Support a diverse and empowered workforce to strengthen core competencies and support an inclusive and productive workplace.
3. Be an employer of choice and inspire and invest in our workforce and develop future leaders.

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2022 Board Survey

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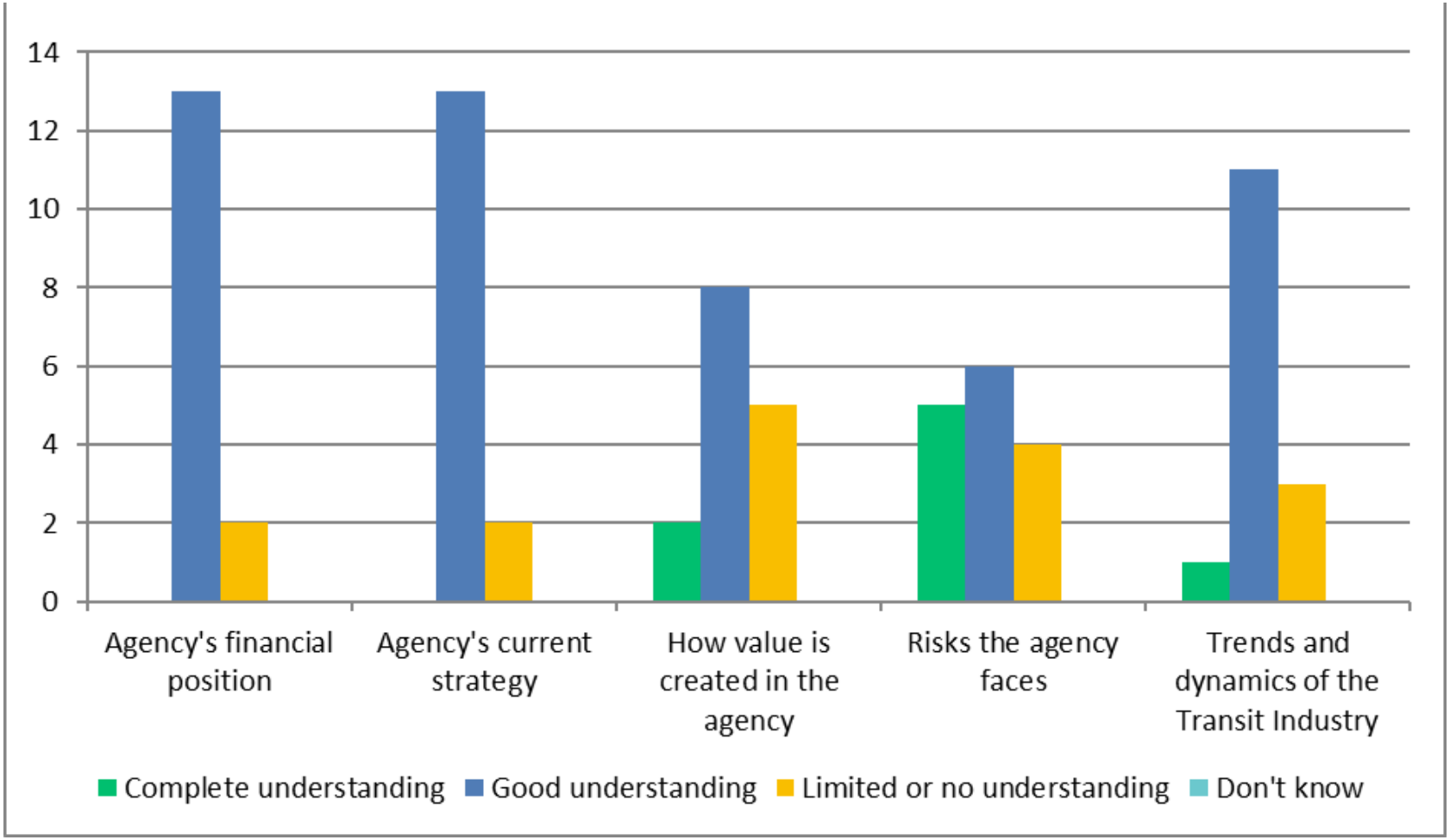
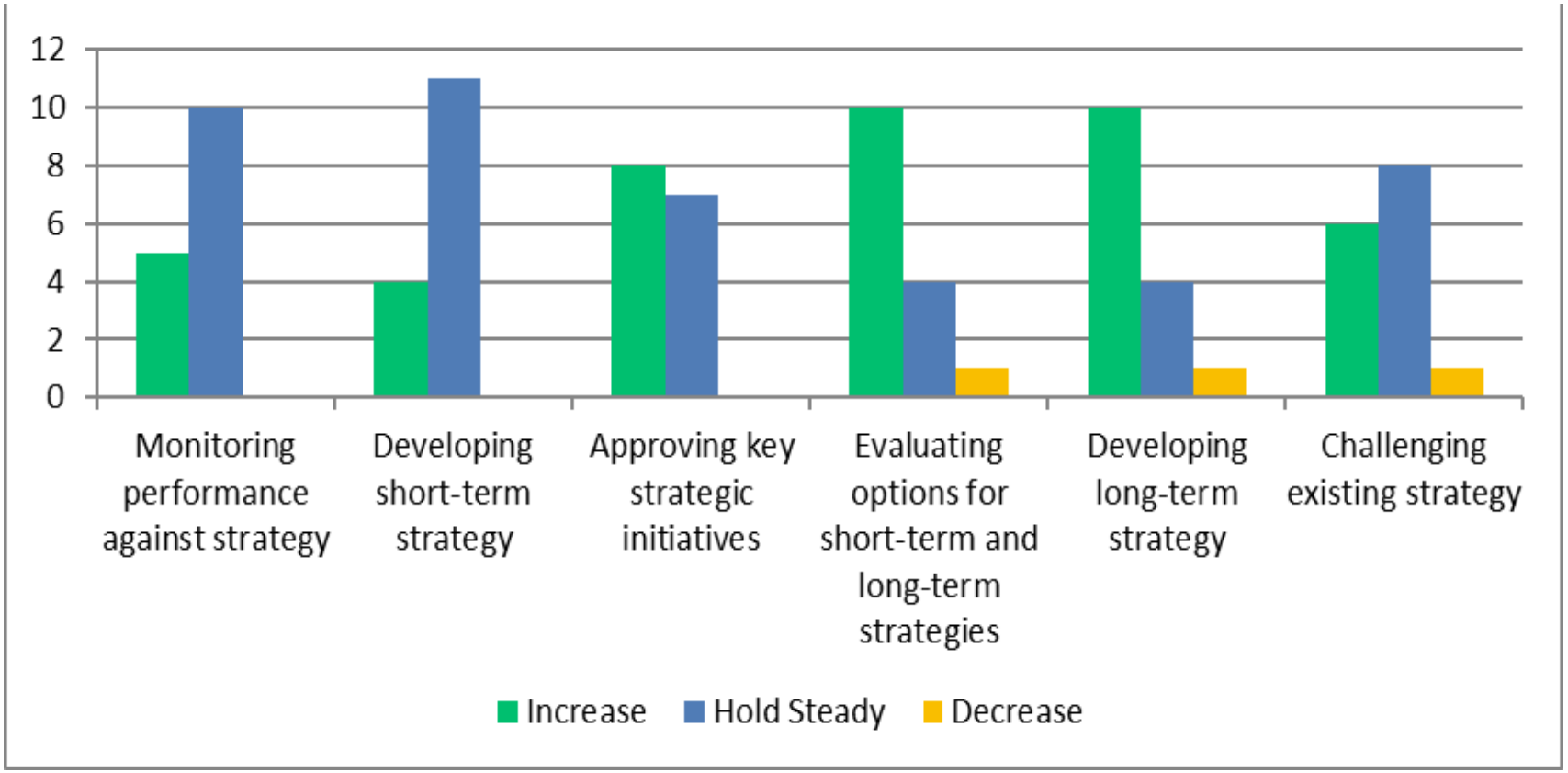
2022 Board Survey

- 10 questions
- 15 respondents between April-May
- 7 Regular Board Members and 6 Alternates (2 undetermined)

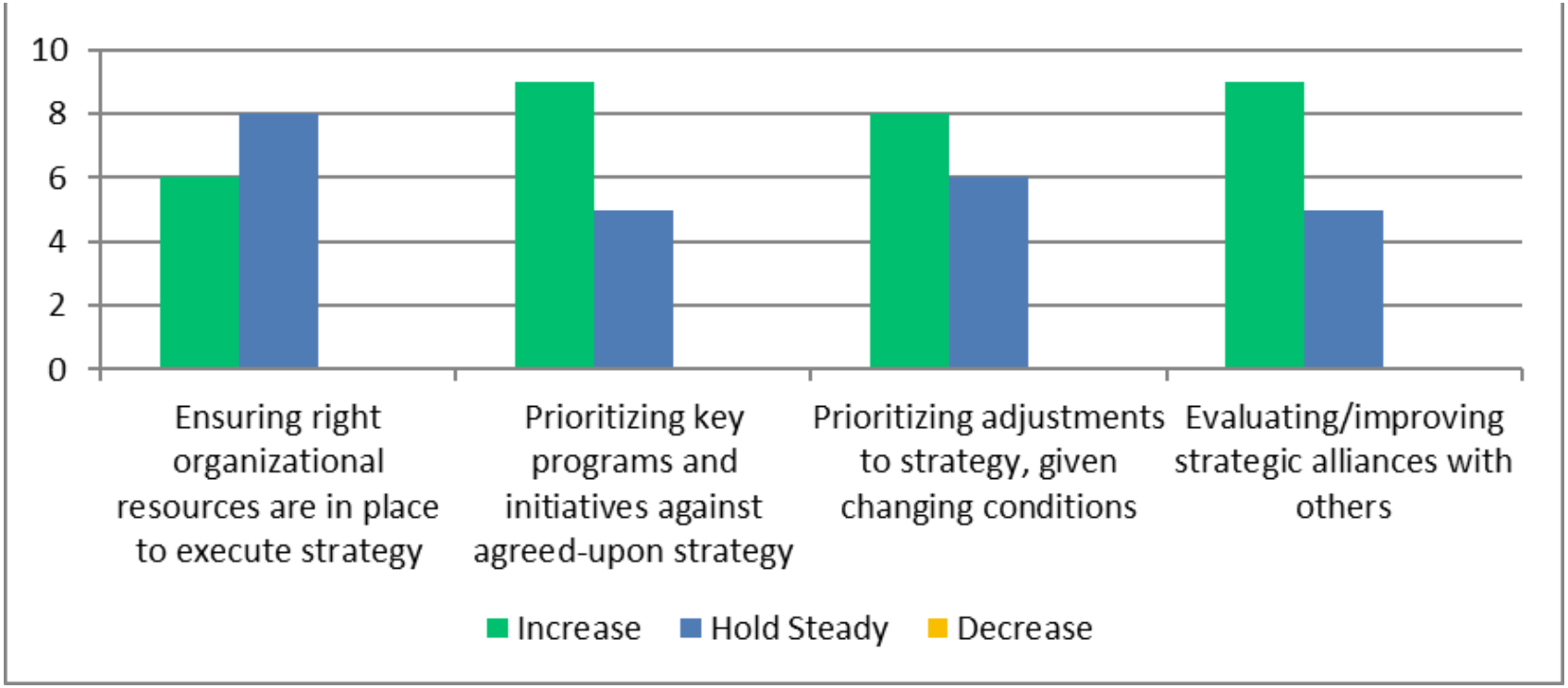
Q1: Rate the board's overall understanding of issues.



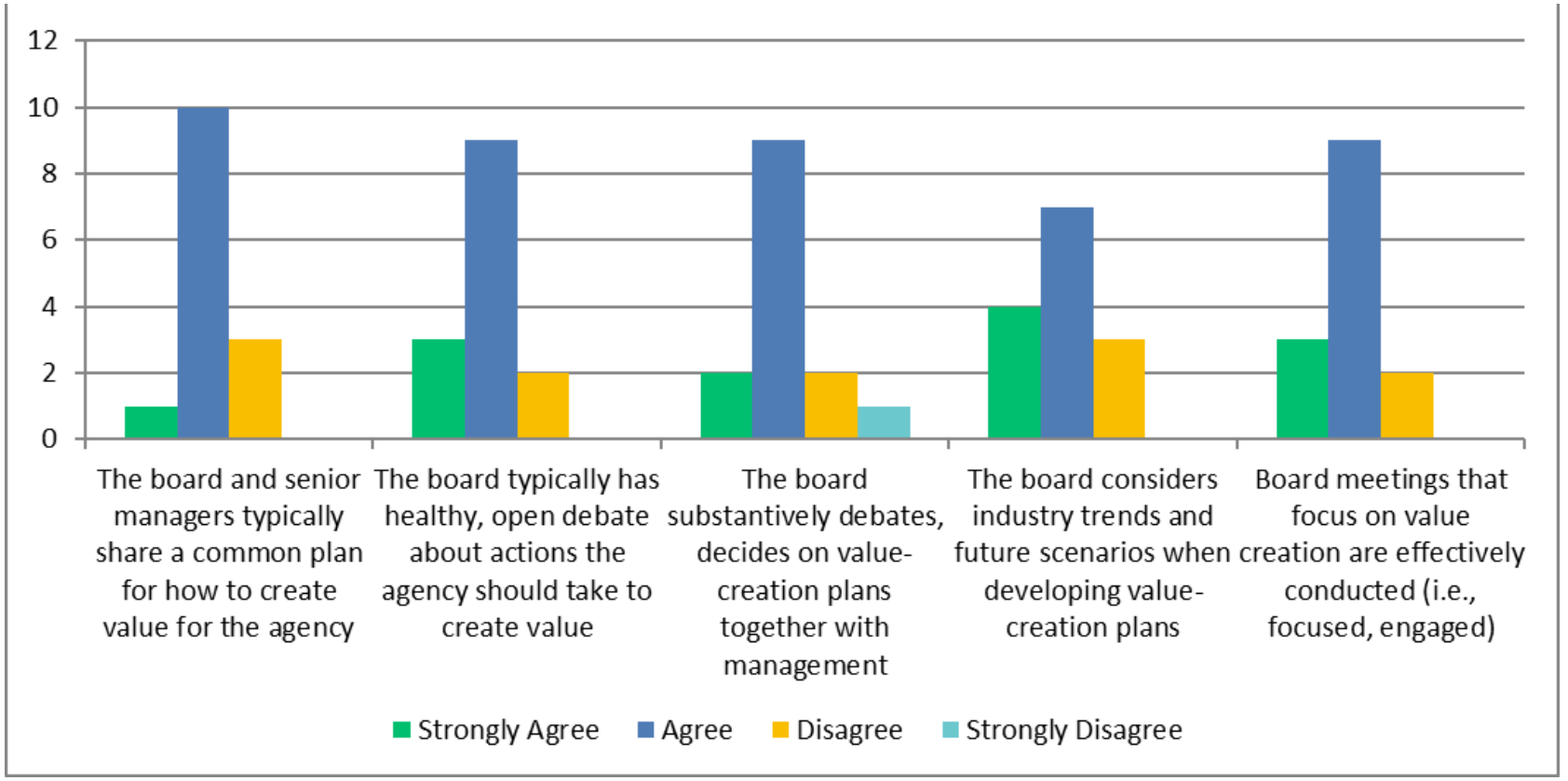
Q2: Rate how you would change the amount of time the board spends discussing each strategy-related issue during board meetings.



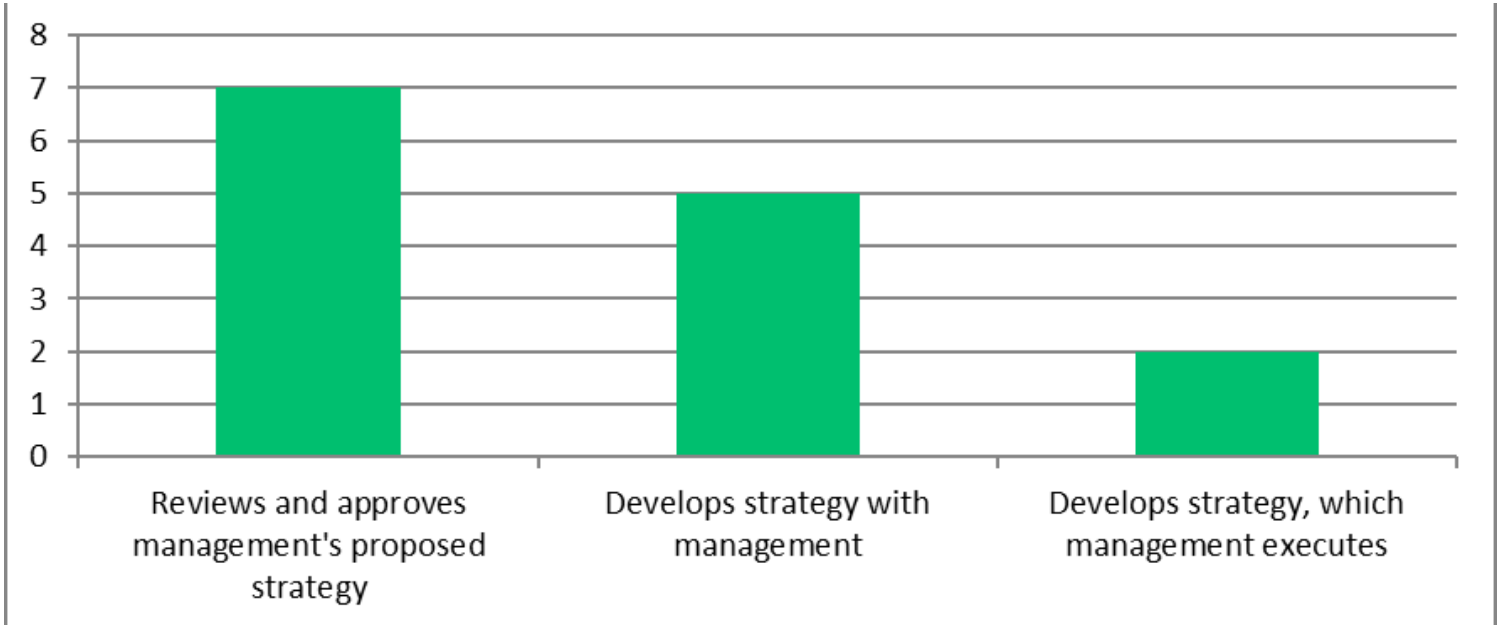
Q3: Rate the change in relative importance the board should give to each strategic execution issue.



Q4: Rate how the board works with management to create value.

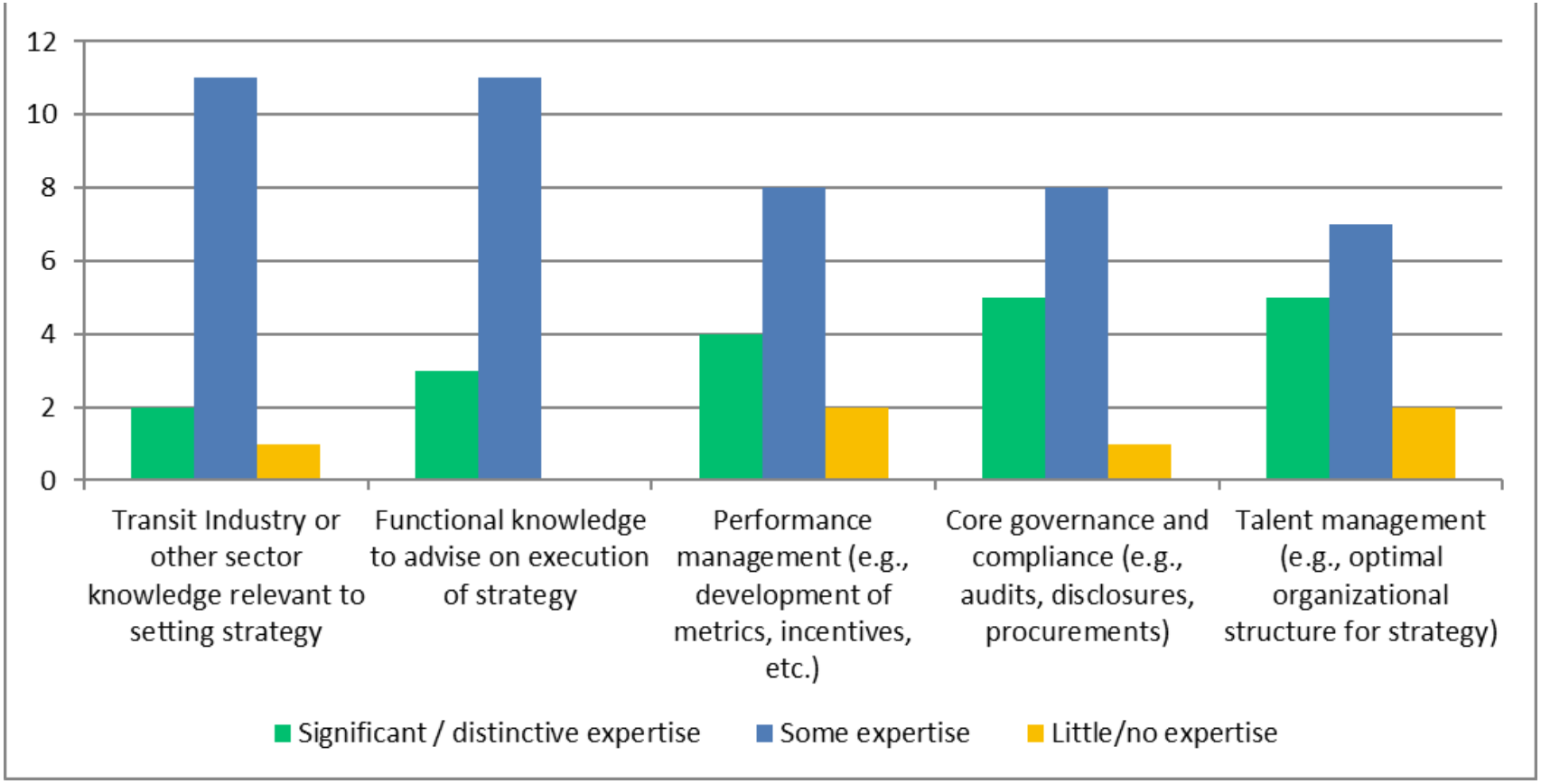


Q5: How would you describe the board's role in formulating strategy?

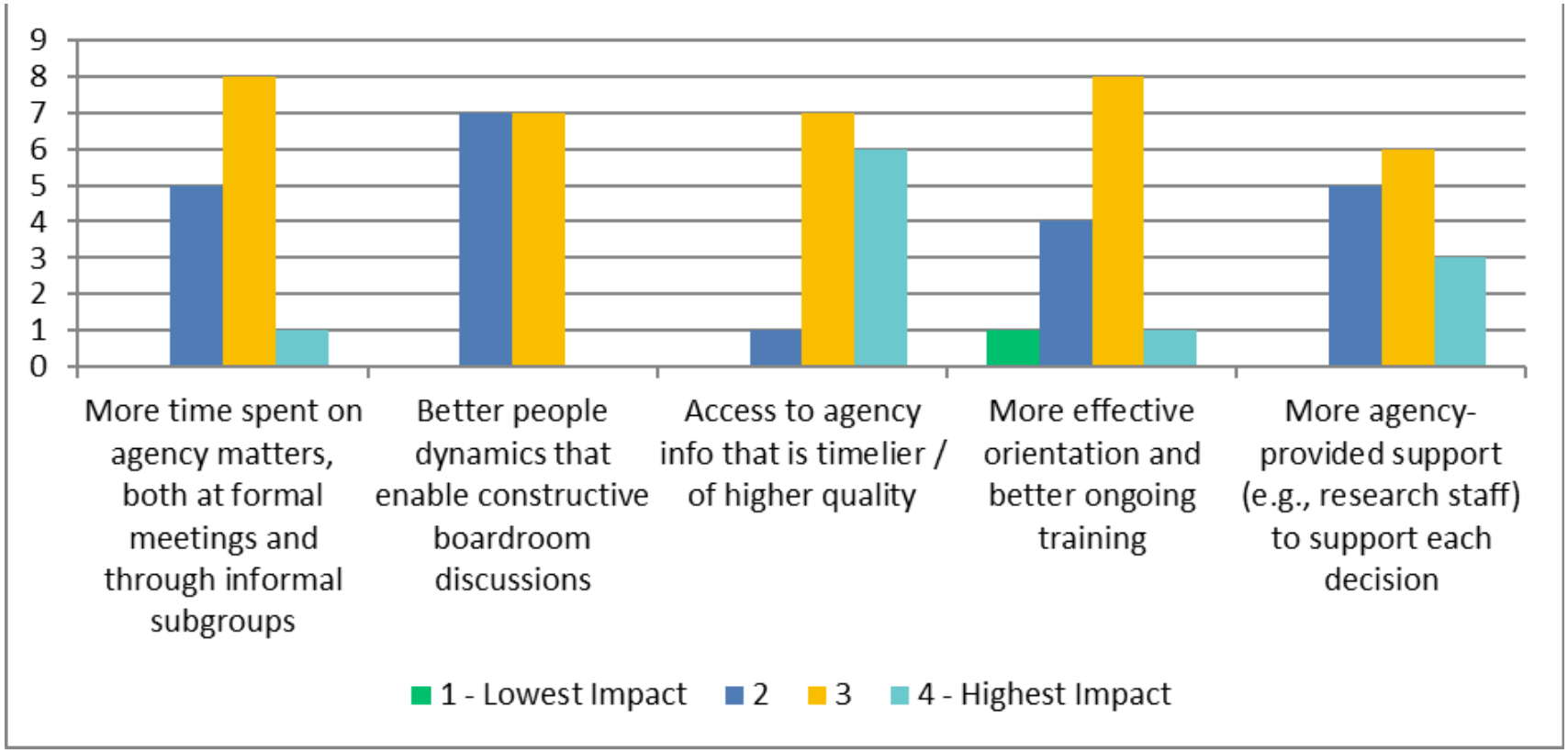


	Responses	
Reviews and approves management's proposed strategy	50.00%	7
Develops strategy with management	35.71%	5
Develops strategy, which management executes	14.29%	2
	Answered	**14**

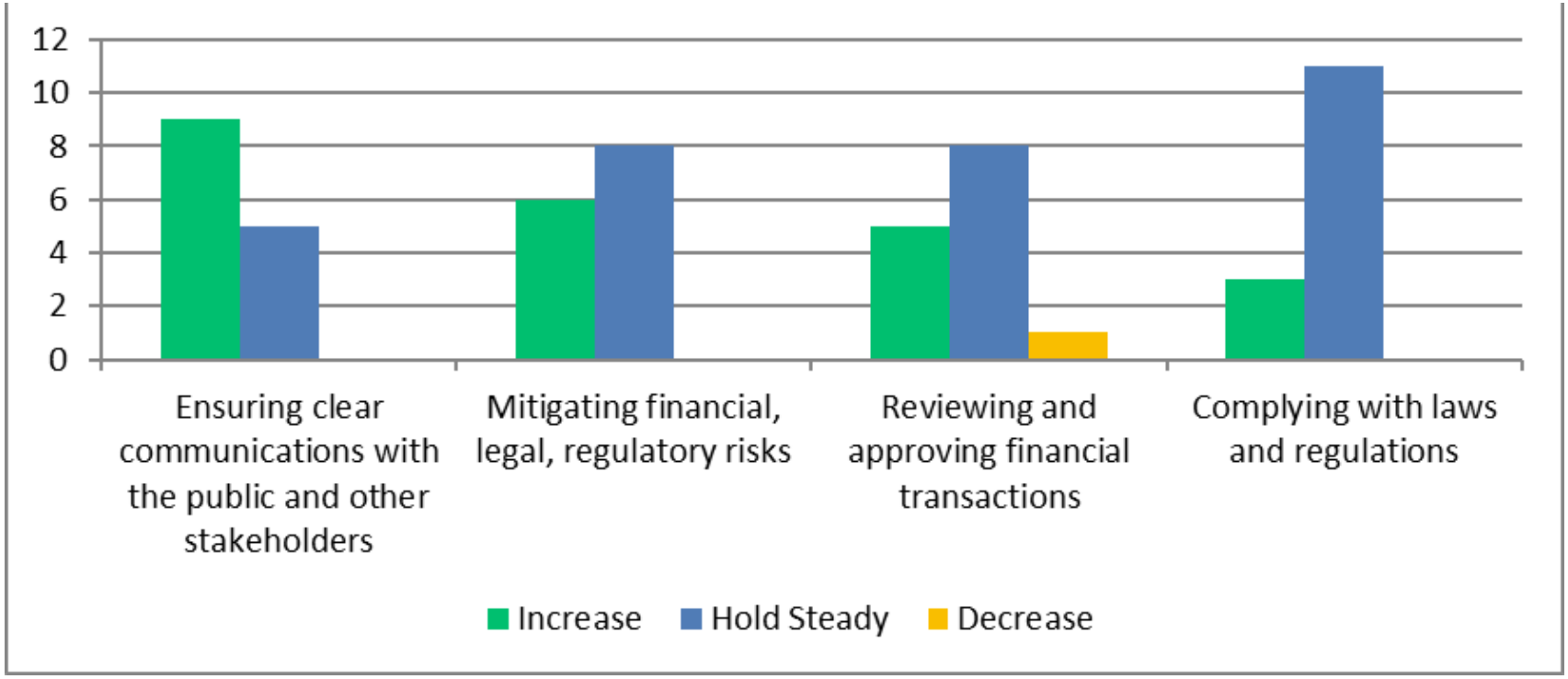
Q6: Describe the overall level of expertise the board has on each issue.



Q7: Rate factors that would most effectively improve overall board performance.



Q8: Rate the change in relative importance that the board should give to each governance and compliance issue.



Q9: Please share what strategic topic(s) you believe are most important for the board to address going forward.

- More board members using transit, speaking to customers.
- Future ridership challenges. Ridership has not rebounded since the pandemic, in spite of the economy reopening and high gas prices. We need to evaluate whether the ridership will come back to pre-COVID levels and what are strategies/options are if it doesn't.
- Technology
- Rail extension to VB Oceanfront
- Customer and employee relations and satisfaction.
- Long-range strategy
- Technology
- BRT
- Shorter wait times at bus stops
- Free ridership
- Minority contractors
- Outreach/equity/education to increase ridership
- Transit trends
- Long term vision, prioritization, and effective financial management of regional resources.
- Analyzing the regional economic trends and forecasts to manage our future service needs; working more closely with the large employers to develop strategic products/services (perhaps have an industry advisory panel and/or use RTAP).
- Any financial graphs or material should be provided to board members before a meeting so that we can understand the numbers, especially if the subject matter involves a long-term strategic planning idea or suggestion, such as fare free options. Overall, we have done significant strategic planning and meaningful work. A calendar of the months of the year when we review the strategic plan, budget and evaluate executive leadership would be good to have.
- Better financial long-range planning, enhanced talent recruitment for every single position in the Agency; focused, concerted effort on ridership development.

###

Q10: Which describes you?

Answer Choices	Responses	
I am an Alternate Board Member	46%	6
I am a Regular Board Member	54%	7
	Answered	**13**
	Skipped	**2**

End

###

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TDCHR Strategic Work Session
July 28, 2022

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Purpose and Agenda

- Vision, Mission, Values, Goals and Objectives
- Priorities Discussion
- State and Federal Outlook
- Capital Improvement Plan (CIP)
- Transit Strategic Plan (TSP)

Vision

A progressive mobility agency that promotes prosperity across Hampton Roads through collaboration and teamwork.

Mission

To connect Hampton Roads with transportation solutions that are reliable, safe, efficient, and sustainable.

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Goals & Objectives

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Goals and Objectives

A. Provide a high-quality service that is easy to use and enhances people's lives.

1. Provide reliable, safe, and desirable service, amenities, and information.
2. Serve people where and when they need to travel.
3. Achieve and maintain a high rate of customer satisfaction.

B. Foster regional quality of life and economic vitality.

1. Contribute to regional congestion mitigation and environmental health and sustainability.
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Goals and Objectives

C. Ensure financial stewardship and cost-effective operations.

1. Provide cost-efficient transit service that leverages all available resources to offer the best value for the investment.
2. Perform asset management that achieves and maintains a state of good repair and sustainability and maximizes investment impacts.
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Priorities Discussion

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2022 Board Survey

Please share what strategic topic(s) you believe are most important for the board to address going forward.

- *"Focused, concerted effort on ridership development"*
- *"Future ridership challenges. Ridership has not rebounded since the pandemic, in spite of the economy reopening and high gas prices. We need to evaluate whether the ridership will come back to pre-COVID levels and what are strategies/options are if it doesn't."*
- *"Free ridership"*
- *"Outreach/equity/education to increase ridership"*

2022 Board Survey

Please share what strategic topic(s) you believe are most important for the board to address going forward.

- *“Technology”*
- *“Technology”*

2022 Board Survey

Please share what strategic topic(s) you believe are most important for the board to address going forward.

- *"Shorter wait times at bus stops"*
- *"Rail extension to VB Oceanfront"*
- *"BRT"*
- *"Analyzing the regional economic trends and forecasts to manage our future service needs; working more closely with the large employers to develop strategic products/services (perhaps have an industry advisory panel and/or use RTAP)."*

2022 Board Survey

Please share what strategic topic(s) you believe are most important for the board to address going forward.

- *"Transit trends"*
- *"Long term strategy"*
- *"Long term vision, prioritization, and effective management of regional resources"*
- *"Any financial graphs or material should be provided to board members before a meeting so that we can understand the numbers, especially if the subject matter involves a long-term strategic planning idea or suggestion, such as fare free options. Overall, we have done significant strategic planning and meaningful work. A calendar of the months of the year when we review the strategic plan, budget and evaluate executive leadership would be good to have."*
- *"Better financial long-range planning"*

2022 Board Survey

Please share what strategic topic(s) you believe are most important for the board to address going forward.

- *"More board members using transit, speaking to customers"*
- *"Customer and employee relations and satisfaction"*
- *"Minority contractors"*
- *"Enhanced talent recruitment for every single position in the Agency"*

Priorities Summary – Key Themes:

- **Growing ridership**
- **Effective planning and improved service delivery**
- **Enhanced marketing**
- **Expanding outreach and partnerships**
- **Technology upgrades**
- **Long-range planning and effective financial stewardship**
- **Agency-wide workforce recruitment and retention**

Next Steps

- Staff will incorporate Board input in strategies documented in HRT's strategic plan and other guiding documents.

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DRPT – Statewide Outlook & Strategic Considerations (please refer to separate presentation)

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FTA – Federal Outlook & Strategic Considerations (please refer to seperate presentation)

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Strategic Considerations

- Prudent financial strategy and management
  - COVID emergency funds
- Strategic capital programming
  - Leveraging grant programs
- Address long term needs including LRT State of Good Repair
- Openness and flexibility to adapt services

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10-Year Capital Improvement Plan

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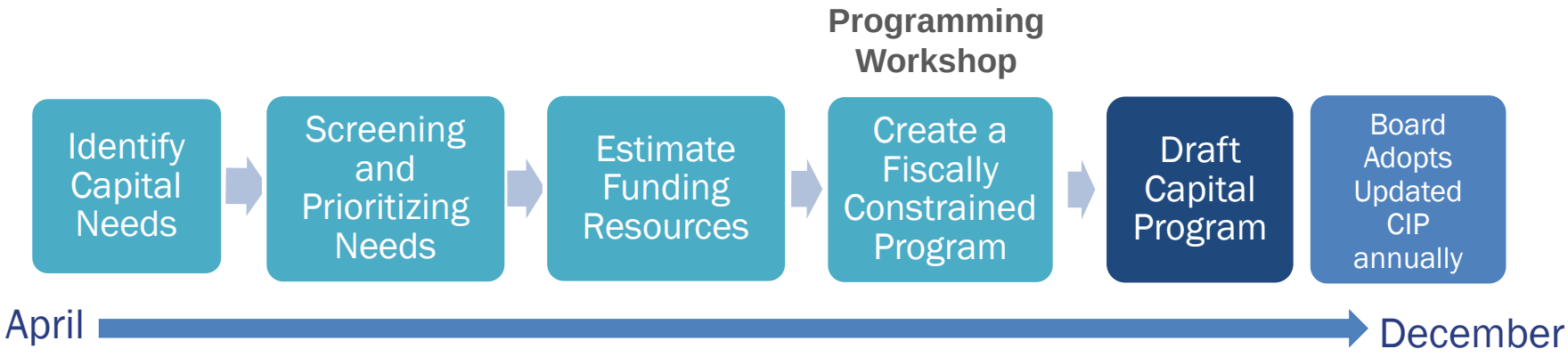
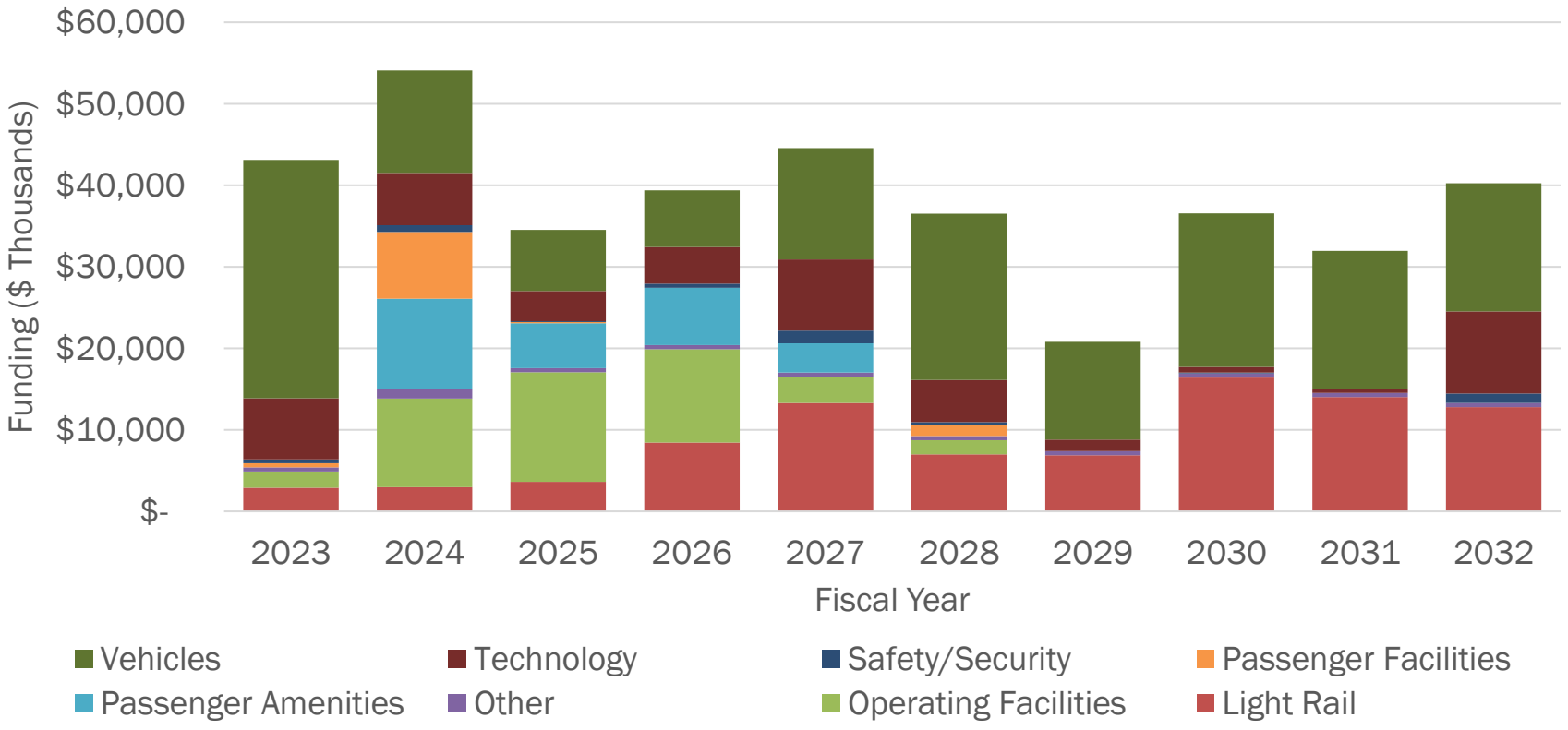
Process


Programming Workshop
Identify Capital Needs
Screening and Prioritizing Needs
Estimate Funding Resources
Create a Fiscally Constrained Program
Draft Capital Program
Board Adopts Updated CIP annually
April
December

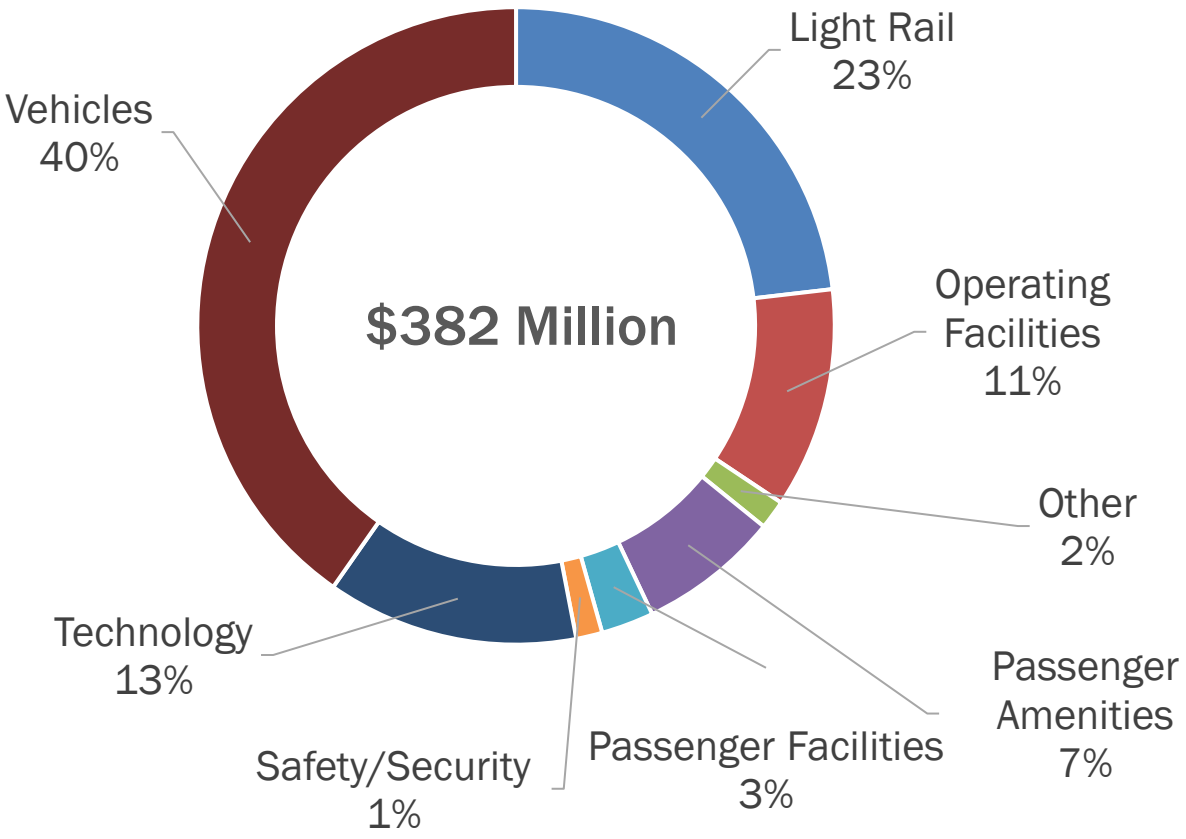
Current 10-Year CIP (FY23-32)

- $382M programmed for 61 projects
- Prioritize and fund highest rated projects
- Factor criteria of Customer Experience & Service Delivery, Efficiency & Effectiveness, State of Good Repair, Risk Reduction
- Leverage matching funds
- Meet regulatory and eligibility requirements

Funding by Year and Project Type



Funding Distribution (FY23-32)



Today's Focus and Upcoming Topics

- Today - **Electrification**
- August 25 (Norfolk) – Technology, Safety
- September 22 (Hampton) – Facilities, Light Rail
- October 27 (Norfolk) – Operations (Fleet Plan), Complete Draft FY24-22 CIP
- December 8 (Norfolk) – CIP Adoption vote

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Electrification

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HRT's Transition to Electric Buses

- Electric Bus Pilot
- Bus Fleet Transition Plan
- Major Facility Projects
- Support Fleet

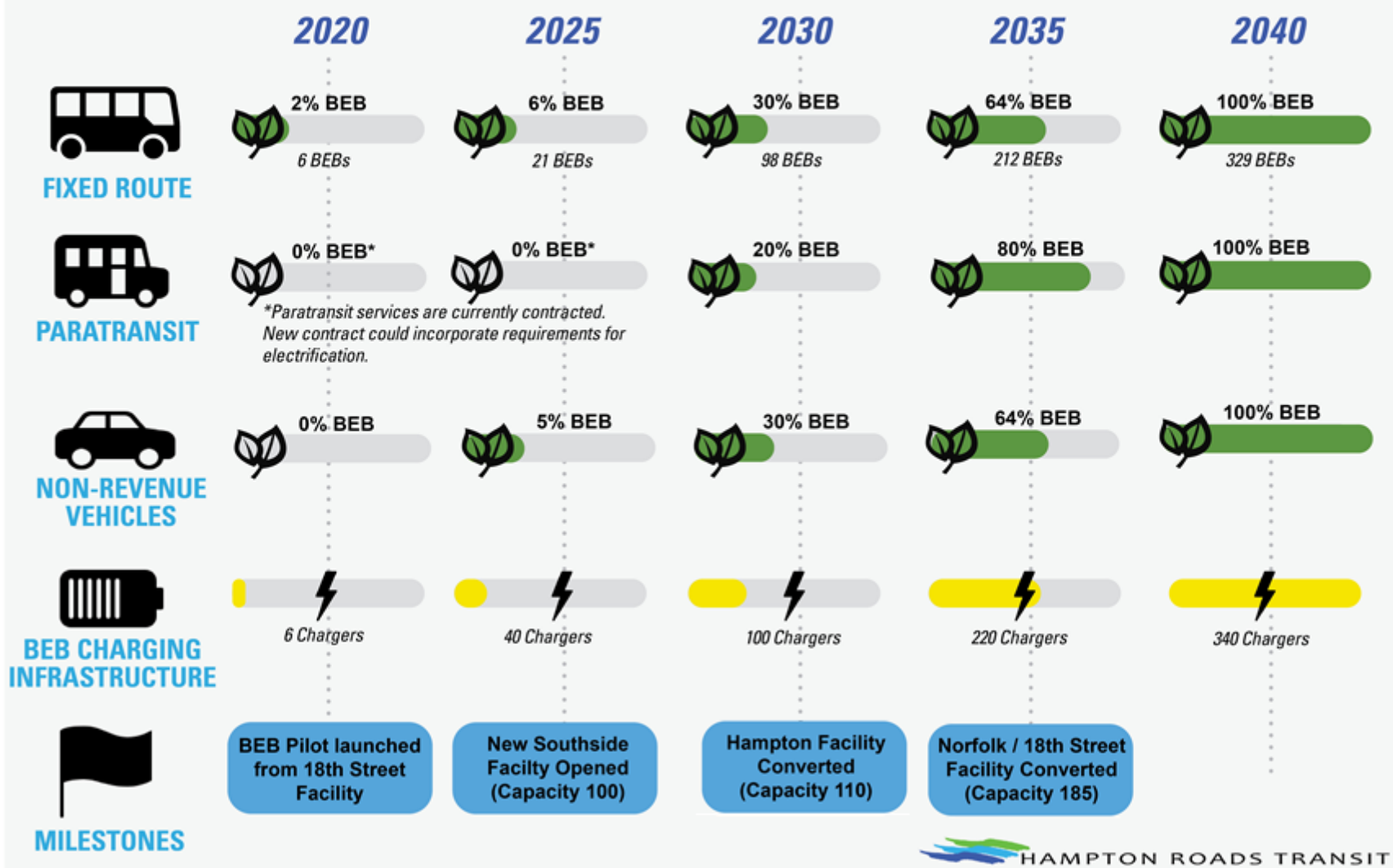
HRT Electric Bus Pilot – First in Virginia!

- First transit agency to operate electric buses in Virginia
- HRT's six electric buses were deployed in December 2020
- Initially operating on Route 20, the busiest bus route in the Commonwealth, and now expanded to test other routes

Recent Efforts: Transition Plan

- Zero-Emission Bus Transition Plan – Target Year 2040
  - FTA requirement for funding under Bipartisan Infrastructure Law
- Fleet Electrification Study
  - Detailed analysis of HRT bus routes to assess transition of fleet and electric charging at facilities
- Phasing and timing of fleet replacement and facility upgrades are dependent on funding availability
- Costs are increasing:
  - Pandemic impacts to supply chain
  - Increased demand for electric buses

HRT BEB TRANSITION ROADMAP



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High Level Capital Needs Preliminary Estimates

Facility	Facility Electrification	Rolling Stock Procurements	Total
New Southside	$43.2M	$214.9M	$258.1M
Hampton	$65.9M	$182.9M	$248.8M
Norfolk	$47.3M	$217.6M	$264.9M
	$156.3M	**$615.4M**	**$771.8M**

Includes contingency and escalation to Year of Expenditure.
Rolling stock costs reflect:

- BEB replacements for all buses reaching the end of service through 2040,
- Total cost of BEB replacement (BEB cost of $615M roughly double Diesel Bus cost)

Transition Plan to Electric Charging

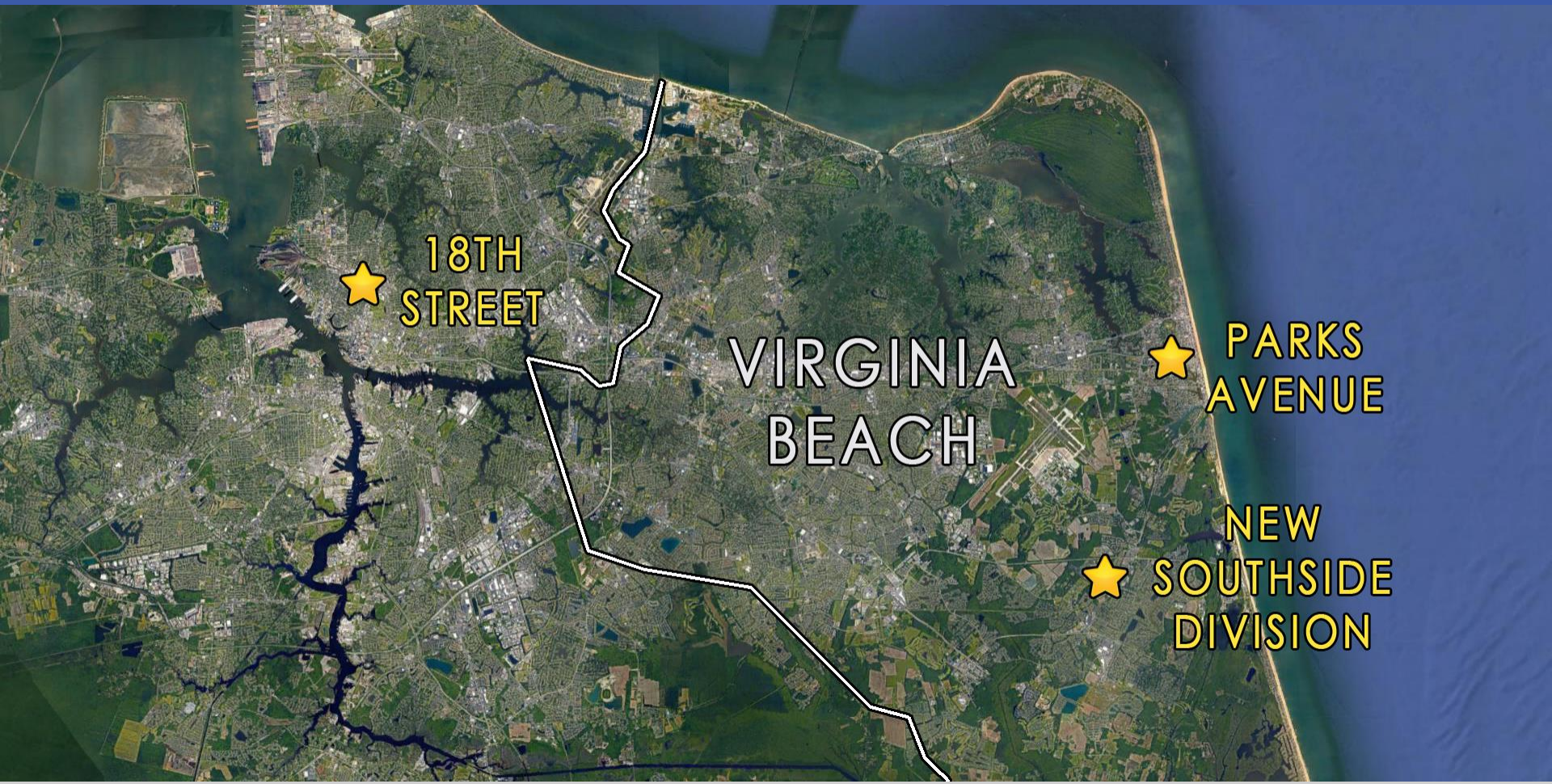
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
New Southside Facility	*Funding in Place*		*Design & Construction*		Complete														
						BEB Replacements													
Hampton Facility Upgrades						*Funding in Place*		*Design & Construction*			Complete								
											BEB Replacements								
Norfolk Facility Upgrades										*Funding in Place*		*Design & Construction*			Complete				
															BEB Replacements				

* Dependent on funding availability

New Southside Operating Division

- New Southside Operating Division in Virginia Beach under development to improve operations and support RTS Program
- Recent federal grant applications for electric infrastructure at New Southside Operating Division:
  - RAISE - April 2022
  - Low or No Emission & Bus and Bus Facilities - May 2022

New Southside Operating Division Project Location - City Map



Existing Parks Avenue Facility

State of the Art Facility
New Southside Operating Division

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Project Benefits

PROJECT BENEFITS

- Operating cost savings (~$440,000/yr) from reduction in deadhead miles (~62,000/yr)
- Reduced fossil fuel use
- 300,000 pounds of greenhouse gases per year removed for each diesel bus replaced by an electric bus
- Efficient building design
- 125 new jobs created and 300,000+ jobs reached by bus

INNOVATIONS

- Potential use of renewable energy from Dominion off-shore wind project
- Potential to access ultra-high-speed internet
- Purpose-built facility for electric bus fleet

Paratransit & Non-Revenue Vehicles

- Paratransit
  - Paratransit fleet currently contracted to 3rd party provider
  - Electrification to be assessed before next contract
- Non-Revenue Vehicles
  - Pilot program for electric charging at Hampton

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Thank you!

Sibyl Pappas
Chief Engineering & Facilities Officer
spappas@hrtransit.org

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10-year Transit Strategic Plan (TSP)

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Ten Year Service Strategy

- Growing Ridership is key
  - Many transit agencies around the country, the ones that are faring best, are those that have emphasized faster, more frequent, more reliable bus service
  - American cities are working to make sure their streets prioritize buses using techniques such as bus lanes, traffic signal prioritization
  - Re-examine overall bus network regularly. Look at innovative ways to provide transit service in areas that have historically been underperforming

Ten Year Service Strategy

- Understand how has transit usage has changed since Covid?
  - Teleworking and shifting commuting patterns
  - Companies are discovering that effective and productive work doesn't require an employee to travel every day to an office
  - Glut of vacant commercial office space in traditional downtowns – cities will need to reimagine what makes a "vibrant and healthy" downtown
  - Transit service needs to be diversified so that it provides effective connections to jobs as well as other destinations and activity centers

Ten Year Service Strategy

- Operator Workforce is also key:
  - Stabilize HRT Bus and Rail Operator workforce
  - Without enough drivers, HRT has been forced to reduce service, pare back service span and frequencies.
  - “Mandating,” or forcing overtime, is counterproductive and we have problems retaining staff
  - Evaluate how effective a “72 route” bus network is in terms of passenger productivity and measure that against the daily bus operator needs
    - Can we do better with a more strategic bus network?

Changing Requirements for the TSP

- Ten-year Transit Strategic Plan guidelines are changing for next year
  - Focus on State of Good Repair. Taking care of your existing assets
  - Agencies are urged to discuss strategies to collaborate with local governments, their MPOs, and VDOT/DRPT to meet goals that require multiple stakeholders, and leveraging non-traditional funding sources.
  - Agencies are encouraged to partner with their regional and State partners to plan for and fund Complete Streets infrastructure connecting riders to the public transit network.
  - To be considered complete, these roads should include safe pedestrian facilities, safe transit stops, and safe crossing opportunities on an interval necessary for accessing destinations.

Next Steps

- Incorporating Board input in strategies documented in HRT's strategic plan and other guiding documents.
- Meetings with City staff: Local TSPs, Transit Strategic Plan, Local priorities, key issues.
- Work sessions and Updates: August-October
- Board vote on TSP Update: December

FTA
FEDERAL TRANSIT ADMINISTRATION

Federal Transit Administration

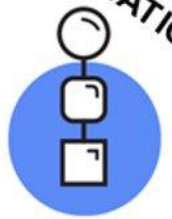
Transportation District Commission of Hampton Roads

U.S. Department of Transportation
Federal Transit Administration

Agenda

- **USDOT Priorities**
- **Bipartisan Infrastructure Law**
- **FTA Priorities for Implementation of BIL**
- **Discretionary Funding Opportunities**

USDOT Strategic Goals

Transit access supports…	Safety	Equity	Climate & Sustainability	Economic Competitiveness	 Transformation
Complete streets and multimodal design	✓		✓		✓
Low-income and marginalized communities		✓			✓
More walking and bicycling	✓		✓		✓
More transit use	✓		✓		✓
Access to opportunities (jobs, education, etc.)		✓		✓	✓

Bipartisan Infrastructure Law (BIL)

Significant Funding Increases

- Up to $108 billion for public transit over five years
  - $69.9 B from Highway Trust Fund
  - $21.25 B in Advance Appropriations
  - $17 B in Authorized Appropriations
- New and increased funding for State of Good Repair, Low or No Emission, and CIG Grants
- Continues existing structure for FTA programs focused on urban, rural, and targeted populations

New Grant Programs

- Rail Vehicle Replacement Program
- All Station Accessibility Program
- Electric or Low-Emitting Ferry Pilot Program
- Ferry Service for Rural Communities

Competitive Programs: New Programs

Rail Vehicle Replacement Program

$300M Per Year

Eligible Recipients:
- States and local government authorities

Eligible Activities:
- Replacement of rail rolling stock

Electric or Low-Emitting Ferry Pilot Program

$100M Per Year
($50M of which subject to appropriations)

Eligible Recipients
- Will be identified in a NOFO

Eligible Activities:
- Electric or low-emitting ferries that use alternative fuel or onboard energy storage systems, related charging infrastructure

Ferry Service for Rural Communities

$400M Per Year
($200M of which subject to appropriations)

Eligible Recipients:
- States for ferry service that operated a regular schedule at any time during five-year period ending March 1, 2020 and served at least 2 rural areas located more than 50 sailing miles apart

Eligible Activities:
- Capital and operating assistance

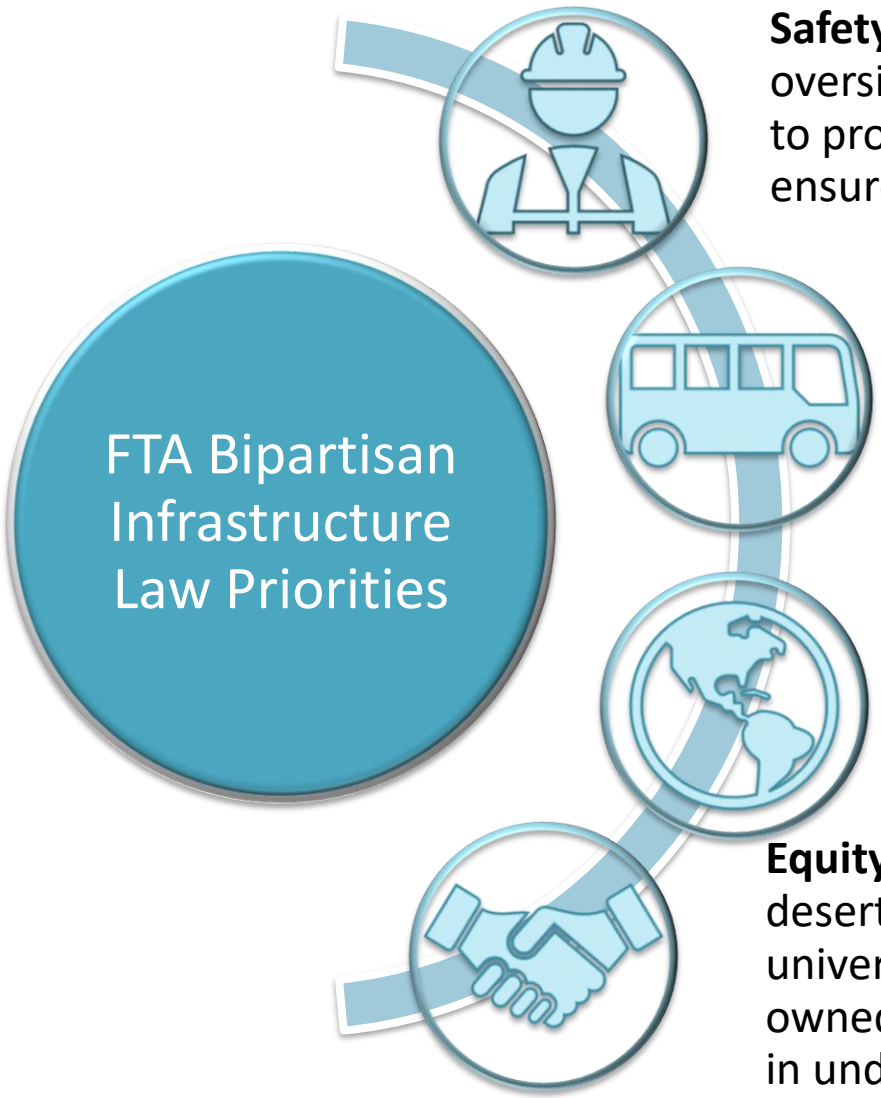
All Stations Accessibility Program

$350M Per Year

Eligible Recipients:
- States and local government authorities

Eligible Activities:
- Upgrade legacy rail transit stations that remain inaccessible to individuals with disabilities

FTA Priorities for Implementation of BIL



Safety – The law will enable FTA to enhance state safety oversight programs by strengthening rail inspection practices to protect transit workers and riders from injuries and to ensure safe access to transit.

Modernization – Increased formula and competitive funding will begin to reduce the enormous state of good repair investment backlog in the nation's transit systems by repairing aging infrastructure and modernizing bus and rail fleets.

Climate – The law includes landmark investments to support the replacement of thousands of transit vehicles, including buses and ferries, with cleaner low- and zero-emission vehicles.

Equity – Investments in equity, including Justice40, will help eliminate transit deserts, improve connectivity to economic and social opportunities, ensure universal accessibility for people with disabilities, support minority and women-owned businesses, and reduce the disparity in quality and frequency of service in underserved communities.

FTA Priorities – Workforce and Rider Safety

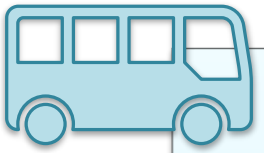
Our Priorities

- Ensure the safety of the transit rider
- Ensure the safety of the transit workforce
- Ensure the safety of the general public

Strategies

- Collect data on safety incidents and operator assaults
- Provide additional training to transit agency staff
- Promote continued adoption of safety management systems
- Enhance oversight of safety requirements and regulations

FTA Priorities – Modernizing Transit Infrastructure



Our Priorities

- Ensure the availability of modern, safe, and efficient transit infrastructure
- Reduce the backlog of transit modernization investments

Strategies

- Provide funding to repair and replace aged and outdated transit infrastructure
- Promote equitable and climate friendly transit investments
- Incorporate new technologies
- Build and expand transit to serve growing communities and those without adequate mobility options

FTA Priorities – Improving Equity in Transit

Our Priorities

- Expand access and opportunity to underserved, overburdened, and disadvantaged communities
- Incorporate equity in transportation planning and funding decisions
- Increase social and economic opportunity through investments in equitable transit projects
- Justice40: Ensure that no less than 40% of the benefits of FTA investments reach underserved, overburdened, and disadvantaged communities

Strategies

- Support underserved, overburdened, and disadvantaged communities by:
  - Ensuring that planning organizations responsible for planning hear from these communities
  - Focusing discretionary investments on projects that promote equity
  - Directing technical assistance
  - Collecting data on the effects of transit service that can address historic inequities
  - Supporting minority and women-owned businesses

Addressing the Climate Crisis

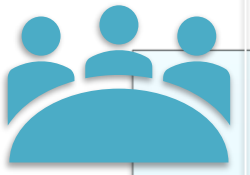
Our Priorities

- Reduce carbon emissions from transit vehicles, infrastructure and construction
- Increase the resilience of transit systems to climate and extreme weather hazards
- Support the adoption of American-made low and zero-emission vehicle technologies

Strategies

- Focus discretionary investments on projects that address the climate crisis
- Technical assistance to support adoption of zero-emission vehicles
- Research and innovation investments
- Join FTA's Sustainable Transit for a Healthy Planet Challenge

Planning



Metro & Statewide Planning

- Adds consideration of state and local housing patterns in the planning process
- Requires MPOs to ensure the consistency of data used in the planning process if more than one MPO is designated within an urbanized area
- Permits the use of social media and other web tools to encourage public participation in planning
- Requires MPOs to consider the equitable and proportional representation of the population of the planning area when designating officials
- Permits more than 80% federal share for planning in lower-density or lower-income portions of metropolitan or adjoining rural areas

Pilot Program for Transit Oriented Development

- Permits federal financing for site-specific and comprehensive planning for TOD

Environment

Environmental Programs

- Codifies “One Federal Decision” under “Major Project” references in FTA’s environmental statute
  - Applies to projects meeting the “Major Project” definition
  - Creates schedule expectations for Major Projects
- Establishes page limit for environmental impact statements (no more than 200 pages, unless the lead agency establishes a different page limit)
- Requires the lead agency calculate annually the average time taken by the lead agency to complete all environmental documents for each project during the previous fiscal year
- Increases the project cost thresholds for the Limited Federal Assistance Categorical Exclusion (23 CFR 771.118(c)(13))

Capital Investment Grants & Expedited Project Delivery Program

Capital Investment Grants (CIG) & Expedited Project Delivery (EPD) Programs

- Revises the eligibility parameters for:
  - Small Starts - capital cost of < $400 million and a CIG request of < $150 million
  - New Starts - capital cost of ≥ $400 million or that are seeking > $150 million from CIG
  - Core Capacity to projects at capacity today or that will be in 10 years
- Establishes a new process for bundling CIG projects, to replace the “Program of Interrelated Projects” eligibility
- Changes Congressional notification period for CIG Full Funding Grant Agreements, EPD Program Letter of Intent or construction grant from 30 to 15 days
- Adds a requirement for the FTA to determine that the CIG project sponsor has made progress toward meeting transit asset management performance targets
- Requires a routinely updated public dashboard providing the status on each project seeking funding
- Transfers the responsibility for the "before-and after study report" to GAO

DISCRETIONARY FUNDING OPPORTUNITIES

Active

- Safe Streets and Roads for All – Applications due Sept 15
- Reconnecting Communities – Applications due Oct 13

Applications Under Review

- Rebuilding American Infrastructure with Sustainability and Equity
- TOD Planning Pilot Program
- Low or No Emissions Vehicles and Bus Facilities

Coming Soon

- Areas of Persistent Poverty Grant Program (Early Fall)
- Thriving Communities (Late Fall)

Resources and Contacts

- Bipartisan Infrastructure Law Website - https://www.transit.dot.gov/BIL
- Program Fact Sheets - https://www.transit.dot.gov/funding/grants/fta-program-fact-sheets-under-bipartisan-infrastructure-law
- For specific questions on the BIL, email FTA-IIJA@dot.gov
- Transportation Planning: https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/transportation-planning
- For technical assistance, contact FTA Region 3: https://www.transit.dot.gov/about/regional-offices/region-3/region-3

TRANSIT.DOT.GOV

Meeting of the Transportation District Commission of Hampton Roads

Thursday, July 28, 2022, at 3400 Victoria Boulevard, Hampton, VA at 1:00 p.m.

AGENDA

1. Call to Order & Roll Call
2. Public Comments
3. Approval of June 23, 2022, 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 Officer

   - June 2022 Financial Reports

   B. Management/Financial Advisory Committee – Commissioner Shea/
   Conner Burns, Chief Financial Officer

   C. Operations & Oversight Committee - Commissioner Glover/
   Sonya Luther, Director of Procurement

   - **Contract No: 22 - 00178 Modification – Heavy Equipment Moving & Relocation Services**

Recommending Commission Approval: Award of a modification to increase the Heavy Equipment Moving and Relocation Services contract by $88,311, to a not-to-exceed amount of $141,351

- . **Contract No: 22 – 00192 - Information Technology Research & Advisory Service (Renewal)**

Recommending Commission Approval: Award of a sole source contract to Gartner, Inc. to provide information technology research and advisory services in the not-to-exceed amount of $281,705 for a one (1) year period.

- **Contract No: 19-00061 Modification – Newport News Transit Site Reconstruction**

Recommending Commission Approval: Award of a modification to increase the Newport News Transit Center Site Reconstruction contract by $250,000.00, to a not-to-exceed amount of $2,308,014.80.

D. Planning/New Starts Development Committee – Commissioner Ross-Hammond/ Ray Amoruso, Chief Planning & Development Officer

E. External/Legislative Advisory Committee - Commissioner Kanoyton/ Alexis Majied, Chief Communications and External Affairs Officer

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

- RESOLUTION 01 – 2022 - A RESOLUTION TO DEMONSTRATE SUPPORT FOR THE SMART SCALE FUNDING APPLICTION FOR THE NAVAL STATION NORFOLK TRANSIT CORRIDOR (NSNTC) PROJECT PHASE I INITIAL RECOMMENDED ALTERNATIVE, A TWO-MILE EXTENSION OF THE TIDE LIGHT RAIL.

7. Comments by Commission Members

8. Closed Session (as necessary)

9. Adjournment

The next meeting will be held on Thursday, August 25, 2022, at 509 E. 18th Street, Norfolk, VA – In Person

Meeting Minutes of the Transportation District Commission of Hampton Roads

Thursday, June 23, 2022, • 1:00 p.m. 509 E. 18th Street, Norfolk, VA, and Hybrid (Zoom) Meeting

Call to Order.

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

Commissioners in attendance:

Vice Chair Rouse, Virginia Beach
Past Chair Gray, Hampton – Zoom
Commissioner Hunter, Portsmouth
Commissioner Fuller, Chesapeake
Alt. Commissioner Sorey, Chesapeake
Alt. Commissioner Sherman, VDRPT - Zoom
Commissioner Woodbury, Newport News
Commissioner Bullock, Newport News
Commissioner Houston, Norfolk
Alt. Commissioner Jackson, Portsmouth
Commissioner Ross-Hammond, Virginia Beach
Commissioner Spruill, Senator

Hampton Roads Transit Staff in attendance:

Ray Amoruso, Chief Planning and Development (Zoom)
Debbie Ball, Director of Finance (Zoom)
Michele Bacon-Goode, Contract Administrator (Zoom)
Marcella Barnes, Senior Executive Assistant to Transit Operations
Keisha Branch, Director of the Office of Program & Project Excellence (Zoom)
Amy Braziel, Director of Contracted Services and Operational Analytics
Alexander Brink, Sr. Manager of Bus Transportation
Emily Cass, TRAFFIX Program Manager
Conner Burns, Chief Financial Officer (Zoom)
Craig Mytelka, Acting General Counsel, Williams Mullen
Gene Cavasos, Director of Marketing & Communications
Christina Condon, Grants Program Analyst (Zoom)
Juanita Davis, Budget Analysis III (Zoom)
Rodney Davis, Director of Customer Relations
Sheri Dixon, Director of Revenue Services (Zoom)
Jennifer Dove, Civil Rights and Grants Coordinator (Zoom)
Angela Glass, Director of Budget & Financial Analysis
Brenda Green, Executive Administrative Assistant
Omar Gordon, Manager of Operational Facility Wayside
William Harrell, President and CEO
Tom Holden, Media Relations Specialist (Zoom)

Keith Johnson, Paratransit Services Contract Administrator (Zoom)
Ashley Johnson, Capital Improvement Plan Analyst III
Shane Kelly, Manager of Emergency Preparedness
Robert Lee, RTS Program Manager
Sonya Luther, Director of Procurement
Steven Magaro, Emergency Management Specialist
Tracy Moore, Director of Transportation
Sibyl Pappas, Chief Engineering & Facilities Officer
Noelle Pinkard, Organizational Advancement Officer (Zoom)
John Powell, Telecommunications Specialist
Theresa Petrowicz, Contract Specialist
Michael Perez, Operations Project & Contract Administrator
Michael Price, Chief Information Officer/CTO
Luis Ramos, Sr. Executive Administrator/Commission Secretary
Shleaker Rodgers, Quality Assurance Auditor (Zoom)
Dawn Sciortino, Chief Safety Officer
Don Shea, Warranty Administrator (Zoom)
Ben Simms, Chief Transit Operations Officer
Brian Smith, Deputy CEO
Adrian Tate, Finance Manager (Zoom)
Alex Touzov, Director of Technology Services
Robert Travers, Corporate Counsel
Fevrier Valmond, Deputy Director of Procurement (Zoom)
James Wall, Director of Light Rail Maintenance (Zoom)
Kim Wolcott, Chief of Human Resources

Others in attendance via phone/(Zoom)/In-Person:

Paul Atkinson, Eggleston Services
Jessi Brown, Bytemark, Co
Susan Baldwin, Bytemark Co
Alt. Lisa Cipriano, City of Newport News
Kevin Corkery, Bytemark, Co
Jennifer Cross Cohen, Citizen
Alt. Commissioner Brian DeProfio, City of Hampton, In-Person
Andrew Ennis, Transit Rail Safety & Emergency Management Administrator, DRPT
Angela Hopkins, City of Newport News
Demetrius Johnson, Citizen
Denise Johnson, Chair, Transit Rider Advisory Committee
Alex Litchfield, Bytemark. Co
Shelia McAllister, City of Newport News
Madison Pearman, WAVY
Dominic Ross, WAVY
Alt. Commissioner Sharon Scott, City of Newport News
Alt. Commissioner Neil Sherman, VDRPT
Janice Taylor, League of Women Voters
Brian Trickler, Chair, Paratransit Advisory Committee
Rebecca Spurrier, Management Analyst, City of Hampton, In-Person
Alt. Commissioner Constantinos Velissarios, City of Newport News

Jerri Wilson, 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 May 26, 2022, Meeting Minutes

A motion to approve the May 26, 2022, minutes was made by Commissioner Ross-Hammond and properly seconded by Commissioner Spruill. A roll call vote resulted as follows:

Ayes: Commissioner Woodbury, Rouse, Gray, Hunter, Fuller, Sorey, Sherman, Bullock, Houston, Jackson, Ross-Hammond and Spruill

Nays: None

Abstain: None

President's Monthly Report

Mr. William Harrell welcomed everyone to the meeting.

Mr. Harrell shared details of the recent President's Letter which gave an overview of the Disadvantage Business Enterprise Program. The primary goal for this program is to provide small businesses owned and controlled by socially and economically disadvantaged individuals, a fair opportunity to compete for federally funded contracts.

HRT will host an event at Military Circle Mall that will educate businesses who have projects that are eligible for federal support. Those results will be shared at next month's Commission Meeting.

Mr. Harrell also shared a few events that HRT supported in June, first being the Harbor Fest event in Norfolk. It was noted that HRT hadn't seen such significant ridership across all modes of transportation since 2019. There was also a Juneteenth parade in Newport News where staff walked alongside a bus representing HRT.

Mr. Harrell asked Ms. Kim Wolcott to provide details of the HRT L.E.A.D. Program, which is a leadership development program designed to help employees grow professionally.

Mr. Harrell also introduced Mr. John Reid to the Commission. Mr. Reid is the newly elected President for the Amalgamated Transit Union, Local 1177 Chapter.

The final item that Mr. Harrell shared was the Strategic Work Session in Hampton on July 28th at 11:30 am. The purpose of this workshop is to discuss the agency's priorities, vision, mission, and goals as well as current conditions and long-term strategies. There will be representatives from DRPT and FTA.

Audit & Budget Review Committee

Commissioner Gray called on Mr. Conner Burns, CFO, to update the board on the May financials.

Mr. Conner Burns presented preliminary financial report ending May 2022 as enclosed in the meeting package.

Management and Financial Advisory Committee (MFAC)

Commissioner Jackson stated that the committee met on Monday, June 20, 2022.

Mr. Jackson stated that the MFAC committee received the Quarterly Grants/Project Update as well as the COVID Relief Funding update as requested in the last Commission meeting from Mr. Burns.

Mr. Jackson confirmed that there will be a committee assigned to evaluate how HRT can establish an operating expense reserve fund.

Mr. Jackson announced that Commissioner Shea will be the new chair of the MFAC committee starting in July.

Action Item: Staff to continue to partner with MFAC and explore the feasibility of setting up an operating reserve fund comparable to the Advance Capital Contribution fund.

Operations and Oversight Committee

Commissioner Fuller stated that the Operations and Oversight Committee met on June 9, 2022. Commissioner Fuller called on Ms. Sonya Luther to present the contracts for approval.

Ms. Luther presented **Contract No: 22-00183 Hampton Roads Transit Sign Fabrication and Maintenance** to provide sign fabrication and maintenance services to HRT. The cumulative amount of all Task Orders issued under this Contract will not exceed $1,040,668.25 over four (4) years.

Ms. Luther presented **Contract No: 22-00174 Lawn and Landscaping Services (Renewal)** to provide lawn and landscaping services in the not-to-exceed amount of $971,447.36 for the four-year period.

Ms. Luther presented **Contract No: 21-00158 Mobile Fare Collection System** to provide, implement, host, and support a mobile first, next generation fare collection service in the not-to-exceed amount of $7,406,758.00.

Ms. Luther presented **Contract No: 21-00139 Modification No. 1 – Vehicle Miles Reduced Tracker System** to increase the Vehicle Miles Reduced Tracker System contract by $97,071.60, to a not-to-exceed amount of $227,899.60.

A motion was made by the Operations and Oversight Committee to approve **Contract No: 22-00183 Hampton Roads Transit Sign Fabrication and Maintenance, Contract No: 22-00174 Lawn and Landscaping Services (Renewal), Contract No: 21-00158 Mobile Fare Collection System, and Contract No: 21-00139 Modification No. 1 – Vehicle Miles Reduced Tracker System** which was properly seconded by Vice-Chair Rouse. A roll call vote resulted as follows:

Ayes: Commissioner Woodbury, Rouse, Gray, Hunter, Fuller, Sorey, Sherman, Bullock, Houston, Jackson, Ross-Hammond, and Spruill

Nays: None

Abstain: None

The next Operations and Oversight Committee will be held Thursday July 14, 2022.

Planning and New Starts Committee

Commissioner Ross-Hammond stated the Committee did not meet in June.

External/Legislative Advisory Committee

Commissioner Jackson reported that the committee met on June 15, 2022.

Mr. Jackson stated that Noelle Pinkard provided a legislative update to the Committee. Ms. Pinkard reported that HRT is requesting additional federal funding for paratransit vehicles to enhance and improve the current paratransit fleet. On the state level, HRT has concerns about the monetary impacts of the proposed gas tax holiday.

Mr. Jackson further reported that Mr. Gene Cavasos provided a marketing update on HRT's role in the recent events like the Juneteenth Parade, as well as public hearings related to the light rail extension at Military Circle Mall.

Mr. Ray Amoruso provided a brief update on the proposed light rail expansion and shared some of the public concerns and comments from the hearings.

Smart City and Innovation Committee

No Committee Report

Paratransit Advisory Sub-Committee (PAC)

Mr. Brian Trickler stated that the PAC committee met on June 8, 2022, in Norfolk.

Mr. Trickler presented information regarding a drop in on time performance that was due to the hiring issues. Mr. Trickler also stated Mr. Keith Johnson presented a brand-new wheelchair accessible van on site which is part of the effort to increase and upgrade the fleet.

Mr. Trickler stated that the chair and vice-chair elections have been postponed until August. Ms. Janice Taylor is chair of that committee.

The next Paratransit Advisory subcommittee meeting is August 10th in Hampton.

Transit Ridership Advisory Sub-Committee

Ms. Denise Johnson stated that the TRAC did not meet in the month of June.

The next Transit Ridership Advisory sub-committee meeting will be held July 6, 2022, in the Norfolk Boardroom at 6:00 p.m.

Old and New Business:

Commissioner Gray stated that the nominating committee met on June 9, 2022. Commissioner Gray Chair of the Nominating Committee provided a report to the Board and nominated the following officers for new fiscal year. They are as follows:

Commissioner Rouse, Chair
Commissioner Woodbury, Vice Chair
Conner Burns, Treasurer
Luis Ramos, Secretary

A motion to approve the officers was made and properly seconded. A roll call vote resulted as follows:

Ayes: Commissioners Woodbury, Rouse, Gray, Hunter, Fuller, Sorey, Sherman, Bullock, Houston, Jackson, Ross-Hammond, and Spruill

Nays: None

Abstain: None

Adjournment

With no further business to conduct, the meeting adjourned at 1:43 p.m.

TRANSPORTATION DISTRICT COMMISSION
OF HAMPTON ROADS

_____

Patricia Woodbury
Acting Chair

ATTEST:

_____

Luis Ramos
Commission Secretary
June 23, 2022

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HAMPTON ROADS TRANSIT

Web Site Analytics

Gohrt.com • June 2021 & June 2022

GOHRT.COM - June 2021

OVERVIEW

Sessions	106,359
Users	155,680
Pageviews	255,694

DEVICE USAGE:

mobile	85.26%
desktop	13.75%
tablet	0.98%

TRAFFIC SOURCE PER SESSION

Organic Search	74.00%
Direct	21.48%
Referral	3.55%
Email	0.01%
(Other)	0.86%
Social	0.10%

PAGEVIEWS BY PAGE (TOP 10)

/index.html	11.935%
/routes/norfolk/index.html	6.248%
/route/20/index.html	4.988%
/routes/virginia-beach/index.html	4.050%
/routes/newport-news/index.html	3.299%
/route/1/index.html	2.697%
/modes/vb-wave-bayfront-shuttle/index.html	2.671%
/route/3/index.html	2.489%
/routes/light-rail/index.html	2.466%
/routes/index.html	2.268%

GOHRT.COM - June 2022

OVERVIEW

Sessions	115,499
Users	169,539
Pageviews	272,249

DEVICE USAGE:

mobile	85.66%
desktop	13.27%
tablet	1.08%

TRAFFIC SOURCE PER SESSION

Organic Search	72.36%
Direct	22.14%
Referral	4.08%
Email	0.04%
(Other)	1.32%
Social	0.06%

PAGEVIEWS BY PAGE (TOP 10)

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/routes/norfolk/index.html	5.131%
/route/20/index.html	4.707%
/routes/virginia-beach/index.html	3.976%
/routes/light-rail/index.html	3.417%
/routes/newport-news/index.html	2.748%
/route/1/index.html	2.742%
/routes/ferry/index.html	2.718%
/fares/index.html	2.591%
/modes/vb-wave-bayfront-shuttle/index.html	2.513%

President's Report
July 2022

HRT OnDEMAND LAUNCHES A PEAK INTO TRANSIT'S FUTURE

Hampton Roads Transit is committed to providing transportation solutions that are not only reliable, safe, efficient, and sustainable, but also new, innovative and designed to increase ridership. This month a key element of that vision launched with the unveiling of the HRT OnDemand pilot program.

The popularity of ride hailing services, such as Uber, Lyft, and taxis, can no longer be ignored by mass transit agencies. These services are popular because they allow their customers to be flexible and spontaneous in their travels. That said, the primary barrier to ride-hailing services is price. HRT OnDemand removes that barrier by taking the best features of private ride hailing services and offering them at prices more in-line with traditional public transit trips.

Specifically, HRT OnDemand allows a customer to "order" a ride on a HRT branded passenger van with a cell phone app. Rides are available to passengers being picked-up and dropped-off within a designated HRT OnDemand service zone. During the initial pilot program, HRT OnDemand will be available in limited areas of the Cities of Newport News and Virginia Beach. Rides will be offered from 5AM-9PM on Monday through Friday and from 7AM-8PM on the weekends.

As far as prices, rides on HRT OnDemand will be free until July 24, 2022. Thereafter, a HRT OnDemand ride will cost $2.00 per passenger; i.e., the same price as the current cost for a one-way trip on traditional fixed route service. Customers with a Student Freedom Pass will continue to ride for free.

Although the initial pilot program is only being offered in portions of Newport News and Virginia Beach, early numbers indicate that the pilot is being well received by our customers. Within several days of the launch, the HRT OnDemand app was downloaded 688 times and 97 rides had been provided. Ridership numbers have increased daily. That is a healthy start and one that I attribute to an aggressive push by our Marketing and Communications Department to share the story. Assuming continued success, HRT anticipates extending HRT OnDemand across our entire service footprint in the foreseeable future.

HRT continues to lead the way in innovative transit solutions in the Commonwealth. Like the recent HRT electric bus pilot program, HRT OnDemand is the first program of its kind in Virginia. The pilot is being performed by Via Transportation and is funded via a grant from the Virginia Department of Rail and Public Transportation and contributions from participating cities. The HRT OnDemand pilot program will conclude in mid-January. At that time, HRT will evaluate the data collected from six months of service to optimize future service and guide future expansion.

I am excited about this venture and providing you with regular updates of anticipated success. I believe HRT OnDemand will demonstrate how technology and innovation can provide a new mode of mass transit that will greatly benefit the mobility of all people in the coming years.

Sincerely,

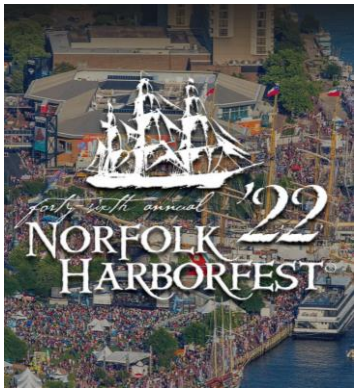
William E. Harrell
President and CEO
Hampton Roads Transit

HAMPTON ROADS
TRANSIT

TDCHR Board Meeting
June 23, 2022

gohrt.com

President's Report – Special Events



Weekend Ridership:

Bus	40,276
Ferry	12,955
Light Rail	9,105

President's Report – Special Events

UNITY IN THE COMMUNITY 1865 EDUCATION AWARENESS COMMEMORATIONS

JUNETEENTH
2022
NEWPORT NEWS

HAMPTON ROADS TRANSIT
L.E.A.D.
PROGRAM

President's Report

Board Strategic Work Session – Thursday, July 28

11:30am – 1:00pm (lunch provided)

Location: Hampton (3400 Victoria Blvd)

- Agency Priorities
- Current Conditions and Long-term Strategy
- Capital Improvement Plan and Transit Strategic Plan

HAMPTON ROADS
TRANSIT

TDCHR Board Meeting
June 23, 2022

gohrt.com

Performance Summary

Quarterly Reporting Schedule: January, April, July, October

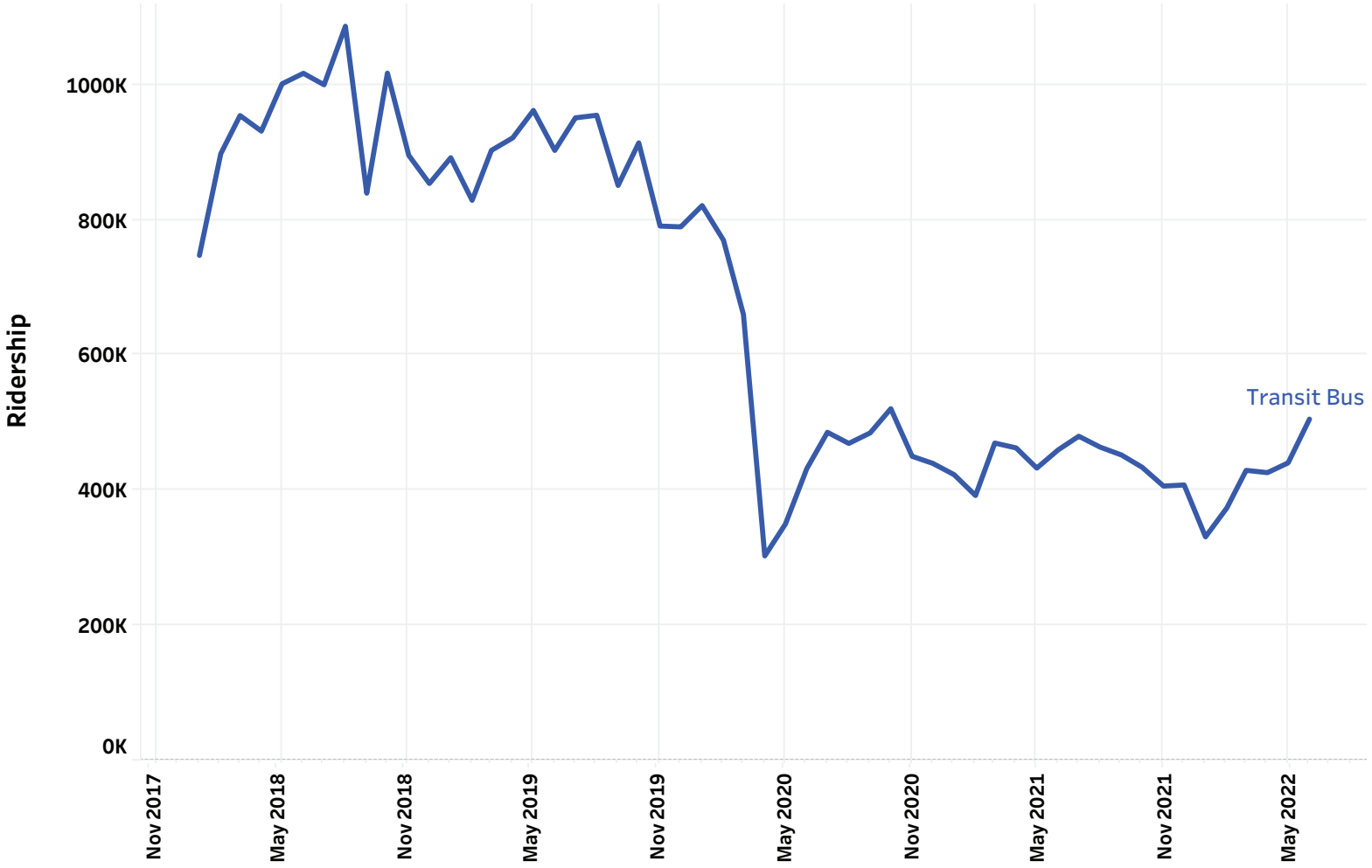
RIDERSHIP – ALL MODES

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

		Total	Ferry	Light Rail	Paratransit	Transit Bus
2022	June	642,146	37,592	70,467	28,850	505,237
	May	558,535	24,278	64,282	29,381	440,594
	April	540,611	18,607	67,101	28,787	426,116
	March	530,665	11,866	58,886	30,429	429,484
	February	456,624	7,568	49,977	25,159	373,920
	January	400,282	4,989	42,384	21,784	331,125
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

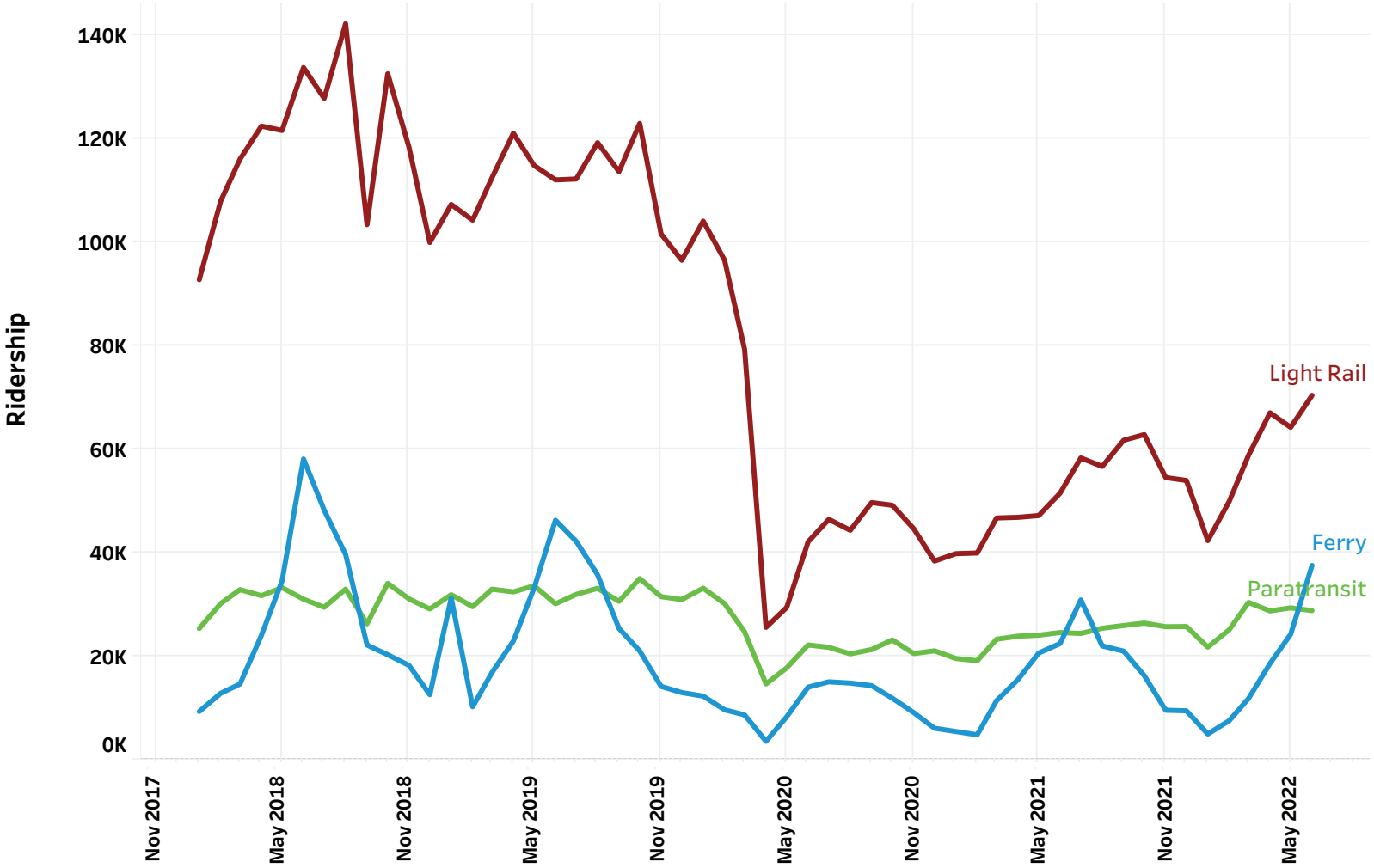
RIDERSHIP – BUS

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



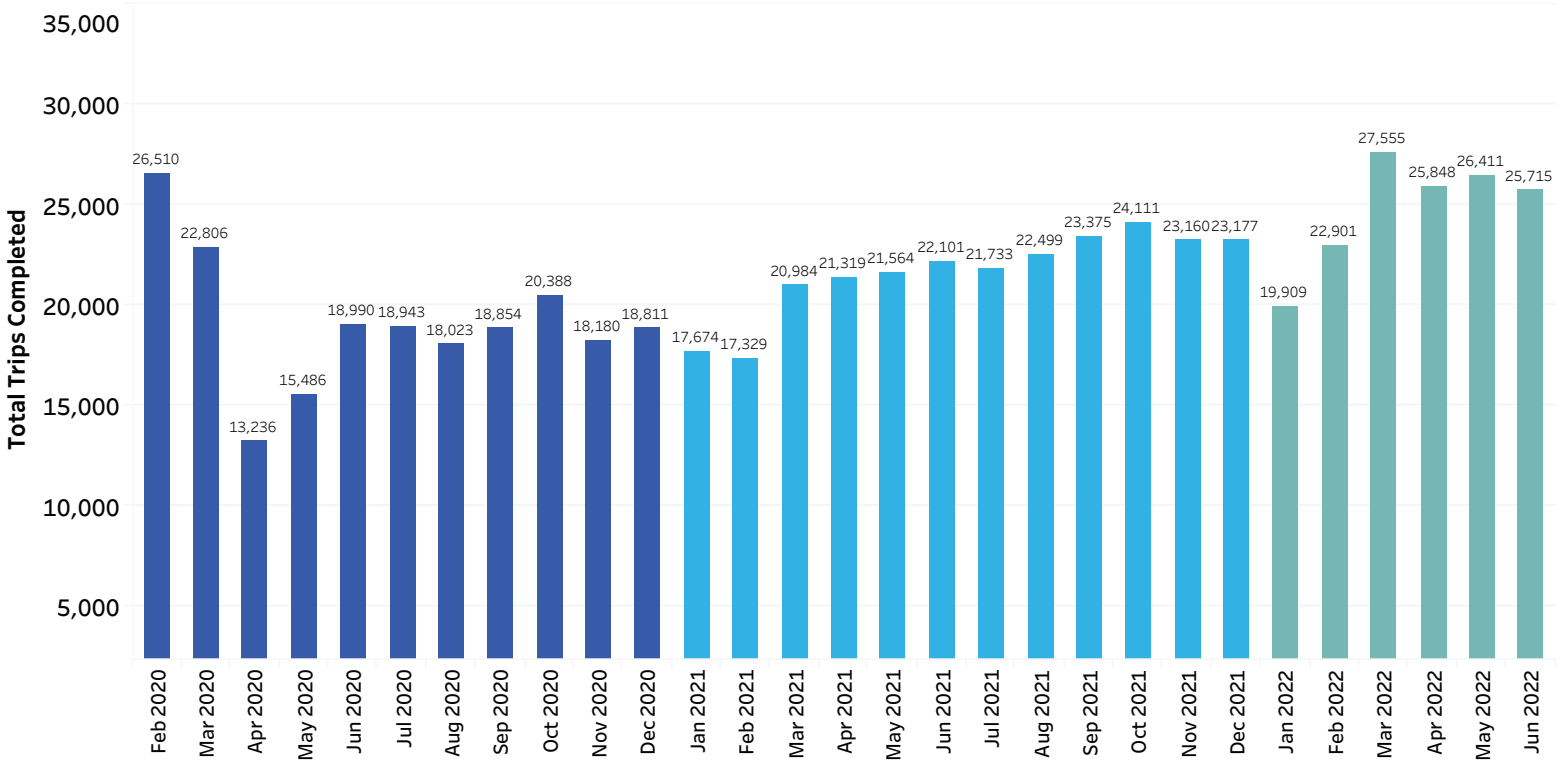
RIDERSHIP – LIGHT RAIL, FERRY, PARATRANSIT

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



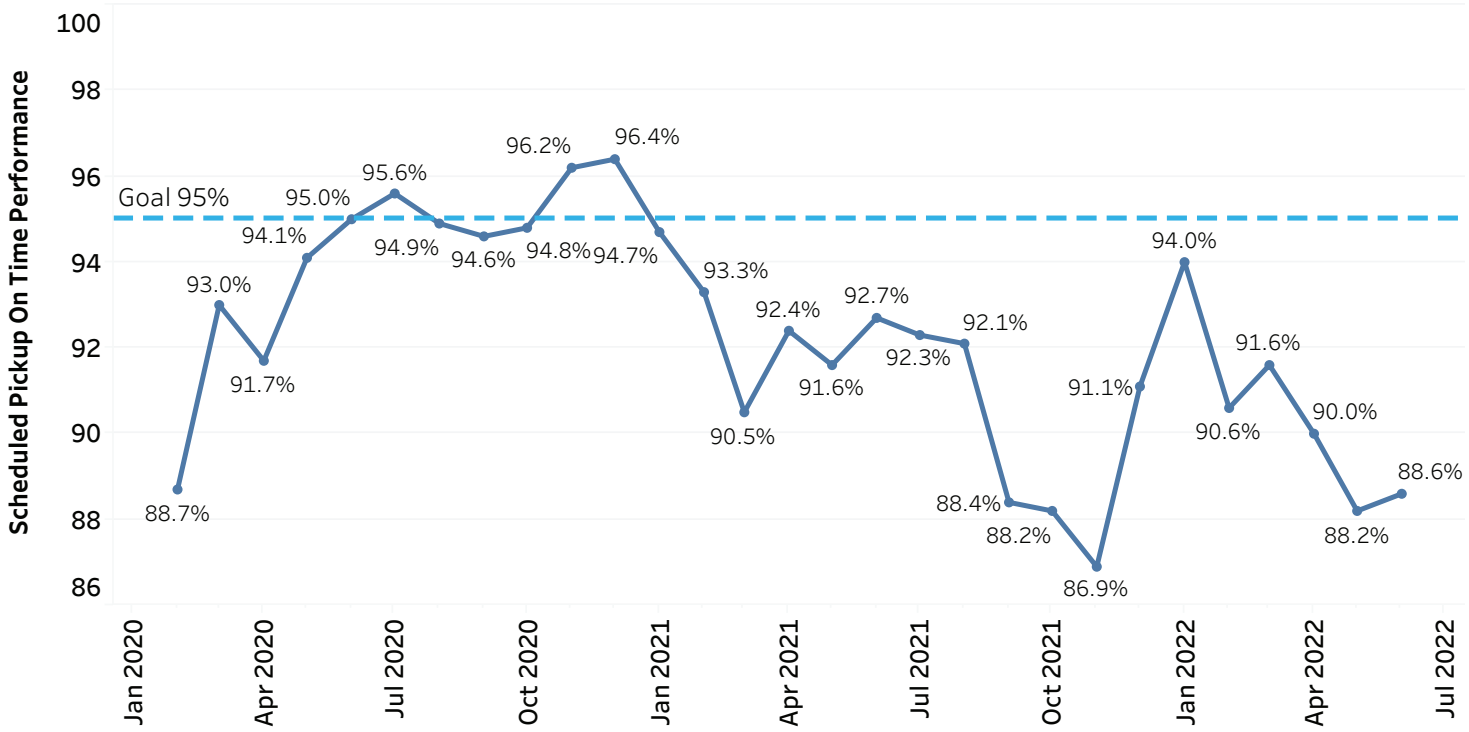
PARATRANSIT TOTAL TRIPS

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



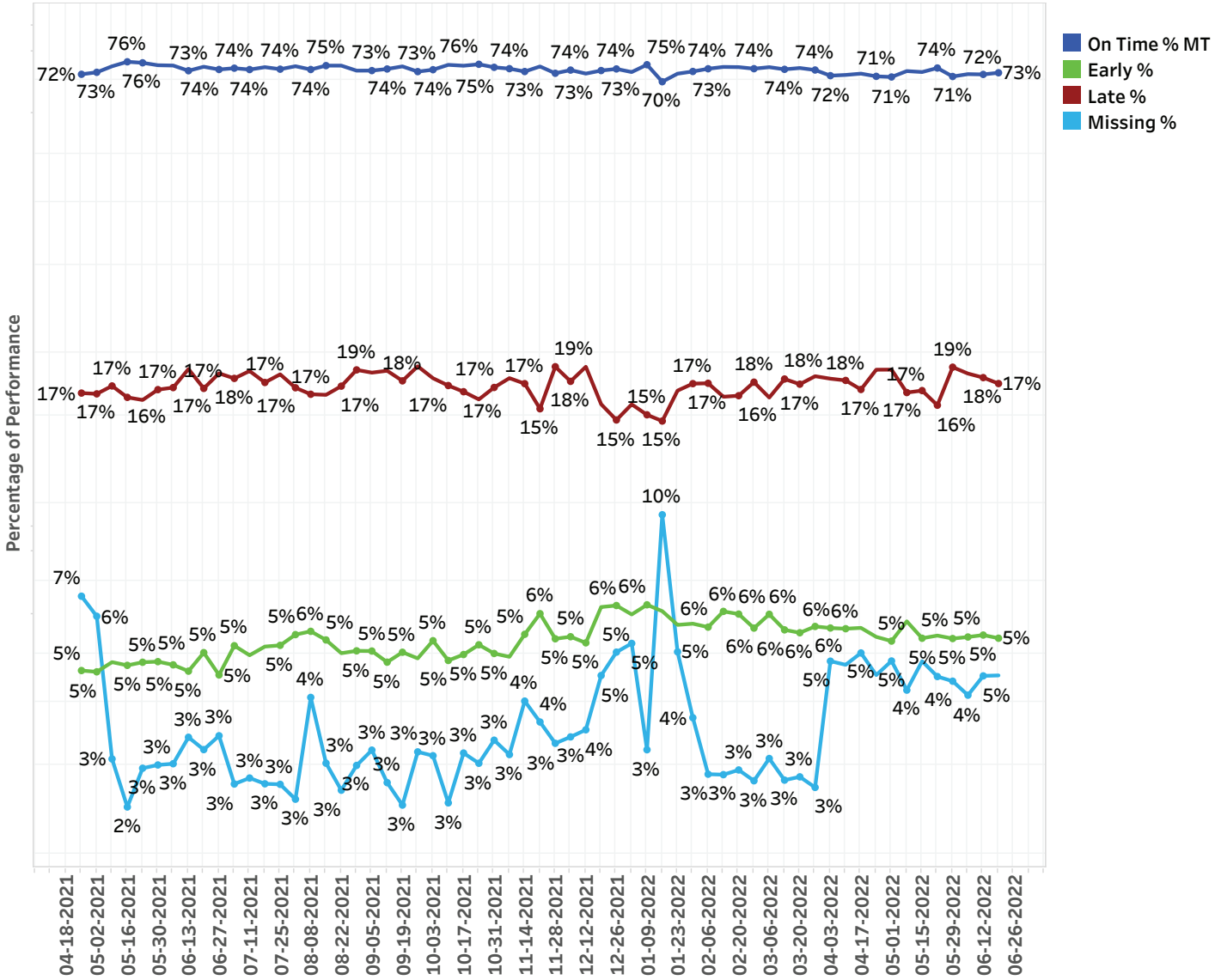
PARATRANSIT PICK-UP ON TIME PERFORMANCE

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



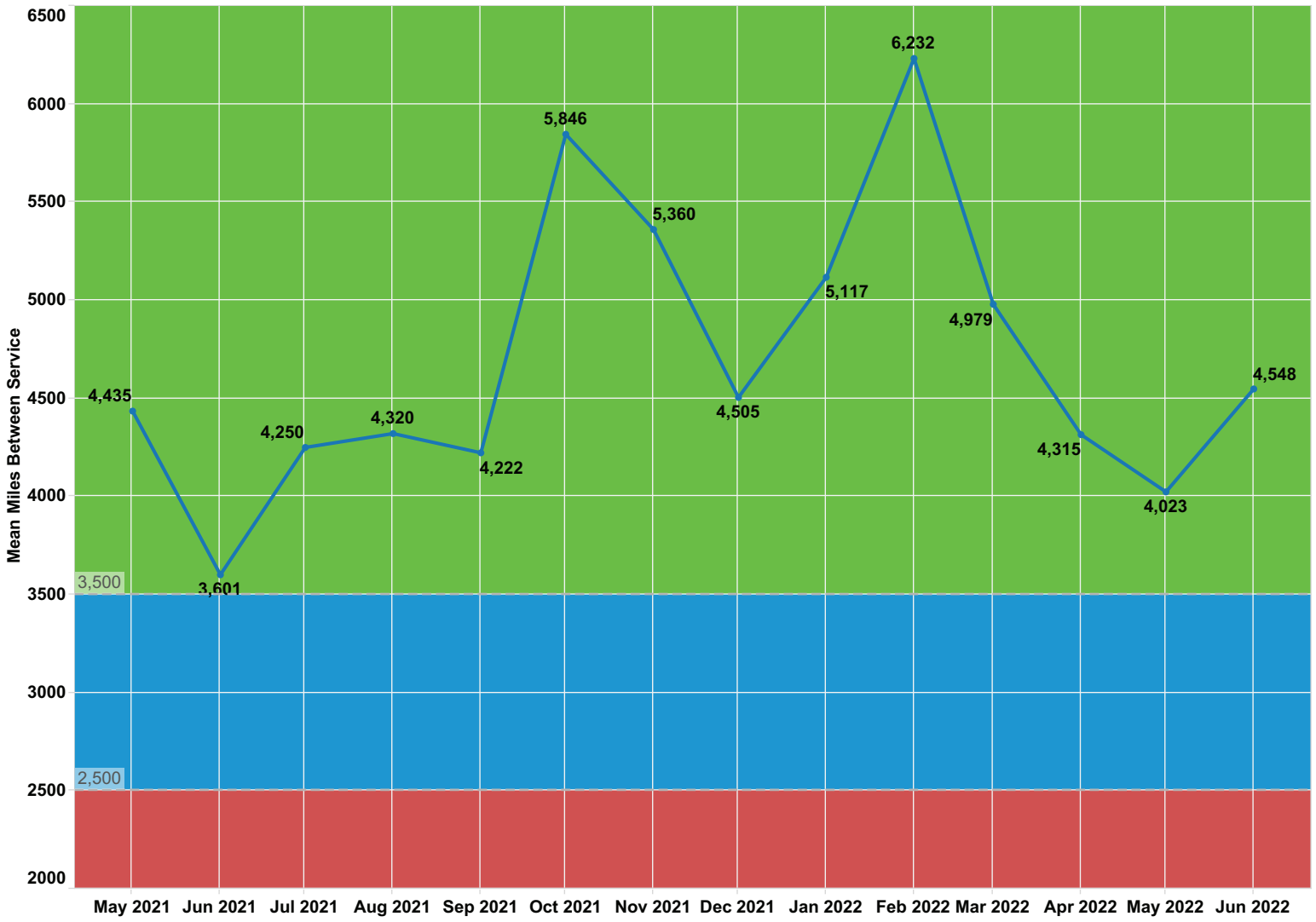
BUS ON-TIME PERFORMANCE

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



MEAN DISTANCE BETWEEN SERVICE INTERRUPTIONS

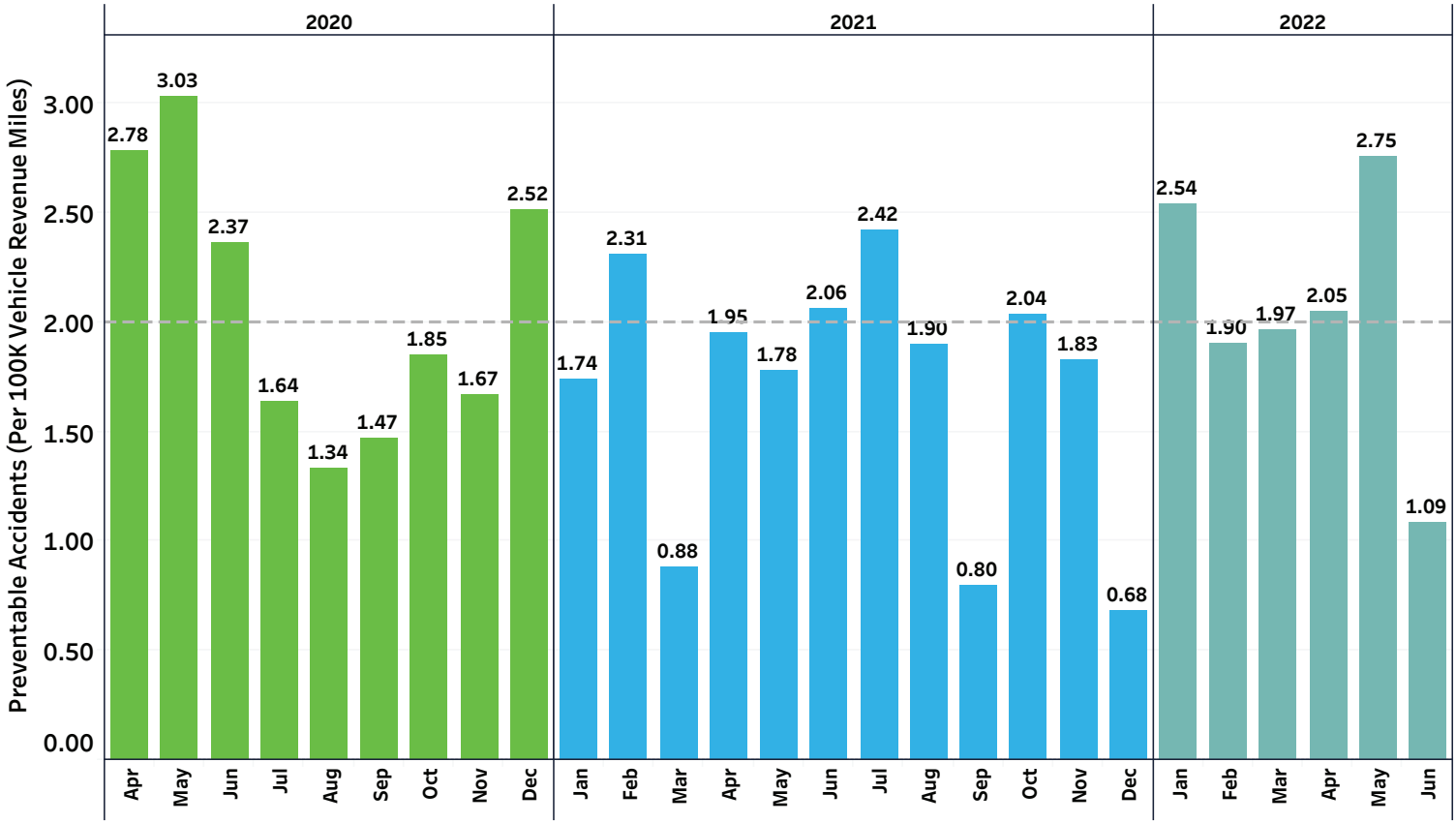
*Data reflects the impacts of the COVID-19 pandemic on Hampton Roads Transit.



< 2,500 Miles Between Service Interruptions: Not Optimal
> 2,500 and < 3,500 Miles Between Service Interruptions: Less Than Optimal
> 3,500 Miles Between Service Interruptions: Optimal

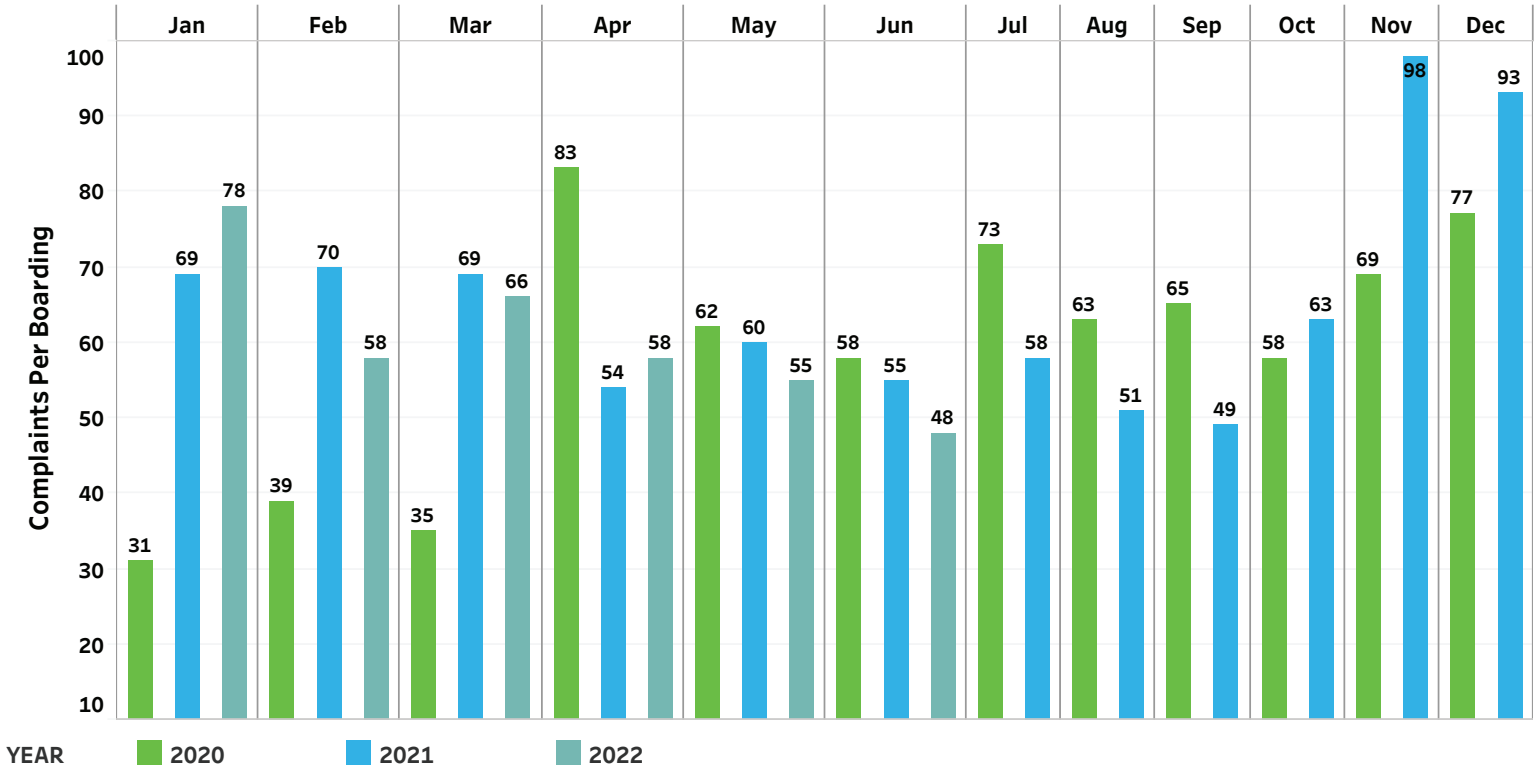
BUS PREVENTABLE ACCIDENTS – LAST 2 FULL YEARS

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



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

COMPLAINTS PER 100K BOARDINGS FOR LAST 24 MONTHS



COMPARISON OF CAFS CREATED FOR THE QUARTER FOR BUS OPERATIONS

APRIL 1, 2022 – JUNE 30, 2022

Top Customers Concerns	April	May	June
1. Late	30	39	35
2. Unprofessional Behavior	34	23	22
3. Driver Performance (aggressive driving, violations, speeding)	30	24	13
4. Pass by Passenger including Wheelchair Passengers	24	20	14
5. No Passenger Pickup	14	14	10
6. Bus No Show	10	14	10
Total	142	134	104

HAMPTON ROADS TRANSIT

Draft Financial Statement

JUNE 2022
FISCAL YEAR 2022
FINANCIAL REPORT

gohrt.com

OPERATING FINANCIAL STATEMENTS

June 2022

FISCAL YEAR 2022	Annual	Month to Date				Year to Date			
Dollars in Thousands	Budget	Budget	Actual	Variance		Budget	Actual	Variance	
Operating Revenue									
Passenger Revenue	$ 8,442.0	$ 703.5	**$ 895.8**	$ 192.3	27.3 %	$ 8,442.0	**$ 8,306.4**	$ (135.6)	(1.6) %
Advertising Revenue	1,075.0	89.6	**75.3**	(14.3)	(16.0) %	1,075.0	**1,244.8**	169.8	15.8 %
Other Transportation Revenue	2,335.0	194.6	**203.5**	9.0	4.6 %	2,335.0	**2,432.0**	97.1	4.2 %
Non-Transportation Revenue	60.0	5.0	**2.9**	(2.1)	(41.4) %	60.0	**77.2**	17.2	28.7 %
Total Operating Revenue	**11,912.0**	**992.7**	**1,177.5**	**184.9**	18.6 %	**11,912.0**	**12,060.5**	**148.5**	1.2 %
Non-Operating Revenue									
Federal Funding (5307/5337)	22,053.7	1,837.8	**(377.3)**	(2,215.1)	(120.5) %	22,053.7	**11,813.4**	(10,240.3)	(46.4) %
HRRTF Funding	5,730.1	477.5	**341.6**	(135.9)	(28.5) %	5,730.1	**3,523.2**	(2,206.9)	(38.5) %
State Funding	21,438.3	1,786.5	**5,930.7**	4,144.2	232.0 %	21,438.3	**33,795.9**	12,357.5	57.6 %
Local Funding	44,696.1	3,724.7	**3,724.7**	-	- %	44,696.1	**44,696.1**	-	- %
Total Non-Operating Revenue	**93,918.3**	**7,826.5**	**9,619.7**	**1,793.2**	22.9 %	**93,918.3**	**93,828.6**	**(89.7)**	(0.1) %
TOTAL REVENUE	**$ 105,830.2**	**$ 8,819.2**	**$ 10,797.2**	**$ 1,978.0**		**$ 105,830.2**	**$ 105,889.0**	**$ 58.8**	
Personnel Services	$ 67,933.3	$ 6,035.1	**$ 7,245.4**	$ (1,210.3)	(20.1) %	$ 67,933.3	**$ 68,285.2**	$ (351.9)	(0.5) %
Contract Services	13,215.2	734.3	**1,151.3**	(416.9)	(56.8) %	13,215.2	**10,373.3**	2,841.8	21.5 %
Materials & Supplies	5,497.1	487.1	**545.8**	(58.7)	(12.0) %	5,497.1	**4,888.4**	608.7	11.1 %
Gas & Diesel	3,984.7	332.1	**356.9**	(24.9)	(7.5) %	3,984.7	**4,083.1**	(98.5)	(2.5) %
Contractor's Fuel Usage	597.3	49.8	**42.7**	7.1	14.2 %	597.3	**515.1**	82.2	13.8 %
Utilities	1,163.8	137.1	**78.8**	58.3	42.5 %	1,163.8	**1,109.1**	54.7	4.7 %
Casualties & Liabilities	3,794.4	316.5	**345.7**	(29.1)	(9.2) %	3,794.4	**4,160.8**	(366.4)	(9.7) %
Purchased Transportation	7,955.7	567.1	**621.8**	(54.6)	(9.6) %	7,955.7	**6,684.0**	1,271.7	16.0 %
Other Miscellaneous Expenses	1,688.9	160.2	**207.0**	(46.8)	(29.3) %	1,688.9	**1,381.8**	307.0	18.2 %
TOTAL EXPENSE	**$ 105,830.2**	**$ 8,819.2**	**$ 10,595.2**	**$ (1,776.0)**		**$ 105,830.2**	**$ 101,480.9**	**$ 4,349.4**	
SURPLUS (DEFICIT)			**$ 200.7**				**$ 4,408.2**		

Line of Credit balance as of June 30, 2022, is $3,087,034.85

OPERATING FINANCIAL STATEMENTS

June 2022

MAX, PCS, 15-MINUTE INCREMENT

FISCAL YEAR 2022 Dollars in Thousands	Annual Budget	Month to Date Budget	Month to Date Actual	Month to Date Variance		Year to Date Budget	Year to Date Actual	Year to Date Variance	
Operating Revenue									
Passenger Revenue	$ 611.1	$ 50.9	**$ 58.7**	$ 7.8	15.3 %	$ 611.1	**$ 434.6**	$ (176.4)	(28.9) %
RTS Program	5,730.1	477.5	**341.6**	(135.9)	(28.5) %	5,730.1	**3,523.2**	(2,206.9)	(38.5) %
TOTAL REVENUE	**$ 6,341.3**	**$ 528.4**	**$ 400.4**	**$ (128.2)**		**$ 6,341.3**	**$ 3,957.8**	**$ (2,383.3)**	
Personnel Services	$ 4,811.0	$ 400.9	**$ 310.8**	$ 90.1	22.5 %	$ 4,811.0	**$ 3,053.6**	$ 1,757.4	36.5 %
Contract Services	644.0	53.7	**34.7**	19.0	35.4 %	644.0	**353.6**	290.4	45.1 %
Materials & Supplies	699.4	58.3	**45.2**	13.1	22.5 %	699.4	**413.6**	285.8	40.9 %
Utilities	48.7	4.1	**1.2**	2.9	71.1 %	48.7	**24.6**	24.1	49.5 %
Casualties & Liabilities	138.2	11.5	**8.6**	3.0	25.6 %	138.2	**112.4**	25.7	18.6 %
TOTAL EXPENSE	**$ 6,341.3**	**$ 528.4**	**$ 400.4**	**$ 128.2**		**$ 6,341.3**	**$ 3,957.8**	**$ 2,383.3**	
SURPLUS (DEFICIT)			**$ -**				**$ -**		

Draft Financial Statement

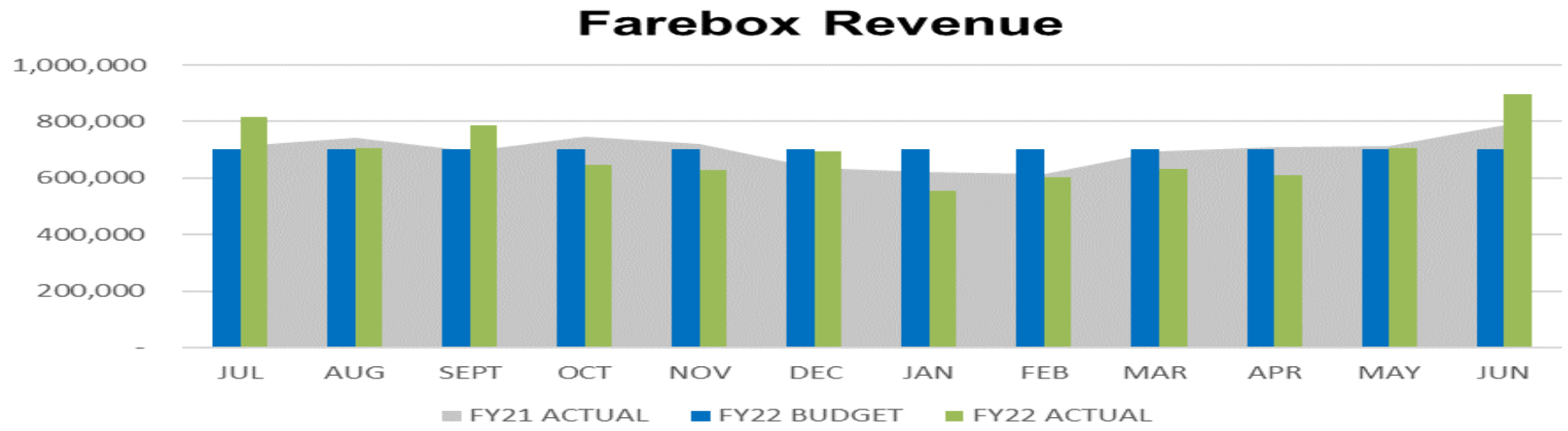
Non-Operating COVID Revenue and Expenses June 2022

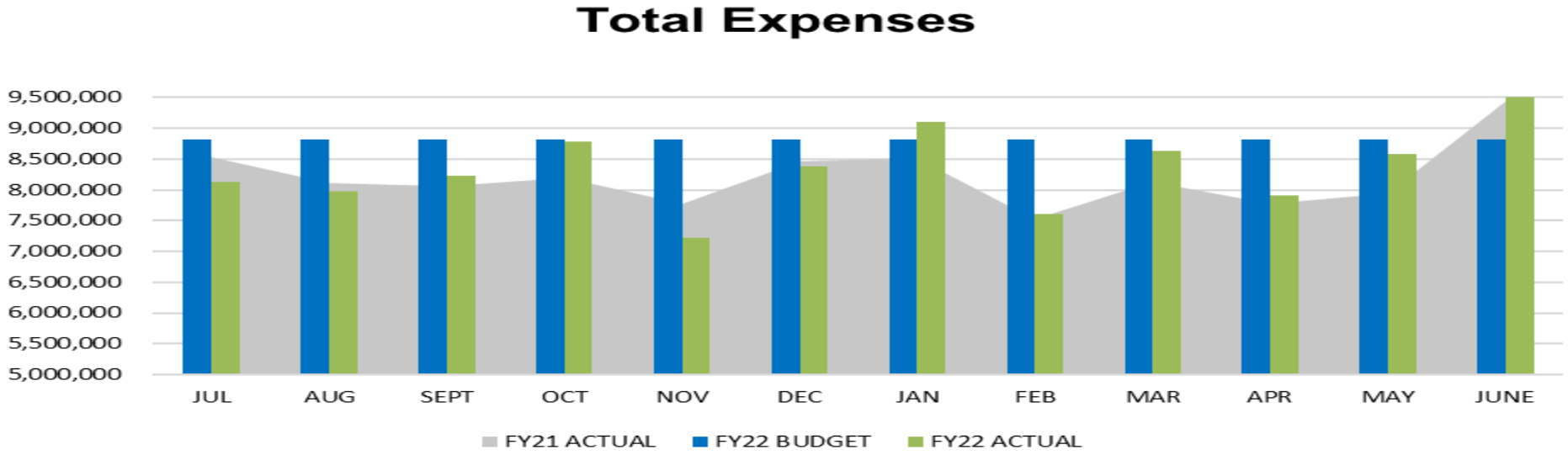
Dollars in Thousands

	Month to Date	Year to Date
Federal Funding (5307/5337)	$ 31.8	$ 2,103.2
Total Non-Operating Revenue	**$ 31.8**	**$ 2,103.2**
Personnel Services	$ 27.4	$ 494.6
Contract Services	4.4	1,007.1
Materials & Supplies	-	22.6
Other Miscellaneous Expenses	-	578.8
Total Non-Operating Expense	**$ 31.8**	**$ 2,103.2**
SURPLUS (DEFICIT)	**$ -**	**$ -**

OPERATING FINANCIAL STATEMENTS

Jun 2022





OPERATING CROSSWALK

June 2022

FISCAL YEAR 2022 (Dollars in Thousands)	YEAR-TO-DATE BUDGET	ACTUAL LOCALITY	ACTUAL NON-LOCALITY	ACTUAL CONSOLIDATED	VARIANCE + / (-)
REVENUE					
Passenger Revenue	$ 8,442.0	$ 7,718.9	$ 587.5	$ 8,306.4	$ (135.6)
Advertising Revenue	$ 1,075.0	$ 1,169.6	$ 75.2	$ 1,244.8	$ 169.8
Other Transportation Revenue	$ 2,335.0	$ -	$ 2,432.0	$ 2,432.0	$ 97.0
Non-Transportation Revenue	$ 60.0	$ 49.9	$ 27.3	$ 77.2	$ 17.2
Federal Funding (PM 5307/5337)	$ 22,053.7	$ 11,813.4	$ -	$ 11,813.4	$ (10,240.3)
HRRTF[1]	$ 5,730.1	$ -	$ 3,523.2	$ 3,523.2	$ (2,206.9)
State Funding	$ 21,438.3	$ 33,795.9	$ -	$ 33,795.9	$ 12,357.6
Local Funding	$ 44,696.1	$ 44,696.1	$ -	$ 44,696.1	$ -
TOTAL REVENUE:	**$ 105,830.2**	**$ 99,243.8**	**$ 6,645.2**	**$ 105,889.0**	**$ 58.8**
EXPENSE					
Personnel Services	$ 67,933.3	$ 63,860.4	$ 4,424.8	$ 68,285.2	$ (351.9)
Services	$ 13,215.2	$ 9,701.2	$ 672.2	$ 10,373.4	$ 2,841.8
Materials & Supplies	$ 10,078.9	$ 8,871.9	$ 614.7	$ 9,486.6	$ 592.3
Utilities	$ 1,163.8	$ 1,037.2	$ 71.9	$ 1,109.1	$ 54.7
Casualties & Liabilities	$ 3,794.4	$ 3,891.2	$ 269.6	$ 4,160.8	$ (366.4)
Purchased Transportation	$ 7,955.7	$ 6,250.9	$ 433.1	$ 6,684.0	$ 1,271.7
Other Miscellaneous Expenses	$ 1,688.9	$ 1,292.3	$ 89.4	$ 1,381.7	$ 307.2
TOTAL EXPENSE:	**$ 105,830.2**	**$ 94,905.1**	**$ 6,575.7**	**$ 101,480.8**	**$ 4,349.4**
BUDGET STATUS TO DATE[2]:	**$ -**	**$ 4,338.7**	**$ 69.5**	**$ 4,408.2**	**$ 4,408.2**

1. Hampton Roads Regional Transit Funding for MAX, PCS and 15-minute increment.
2. Includes estimated year-to-date Locality Service Reliability Plan credit.

Draft Financial Statement

LOCALITY RECONCILIATION

June 2022

FISCAL YEAR 2022 (Dollars in Thousands)	TOTAL LOCALITY			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	$ 44,696.1	$ 44,696.1	$ 44,696.1	$ -
Plus: Local Farebox	$ 7,676.7	$ 7,676.7	$ 7,718.9	$ 42.2
Locality Share - Sub-Total:	$ 52,372.8	$ 52,372.8	$ 52,415.0	$ 42.2
Plus: Federal Aid	$ 22,053.7	$ 22,053.7	$ 11,813.4	$ (10,240.3)
State Aid	$ 21,438.3	$ 21,438.3	$ 33,795.9	$ 12,357.6
Total Revenue Contribution:	$ 95,864.8	$ 95,864.8	$ 98,024.3	$ 2,159.5
Operating Expenses:	$ 95,864.8	$ 95,864.8	$ 93,685.6	$ (2,179.2)
Locality Budget Status to Date[1]:				**$ 4,338.7**
KPI				
Farebox Recovery:		8.0%	8.2%	
Farebox % of Budgeted Expense:			8.1%	

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

LOCALITY RECONCILIATION

June 2022

FISCAL YEAR 2022 (Dollars in Thousands)	CHESAPEAKE			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	$ 2,684.3	$ 2,684.3	$ 2,684.3	$ -
Plus: Local Farebox	$ 415.9	$ 415.9	$ 376.7	$ (39.2)
Locality Share - Sub-Total:	$ 3,100.2	$ 3,100.2	$ 3,061.0	$ (39.2)
Plus: Federal Aid	$ 1,552.6	$ 1,552.6	$ 1,235.5	$ (317.1)
State Aid	$ 1,304.2	$ 1,304.2	$ 2,120.0	$ 815.8
Total Revenue Contribution:	$ 5,957.0	$ 5,957.0	$ 6,416.5	$ 459.5
Operating Expenses:	$ 5,957.0	$ 5,957.0	$ 5,984.0	$ 27.0
Locality Budget Status to Date[1]:				**$ 432.5**

KPI		
Farebox Recovery:	7.0%	6.3%
Farebox % of Budgeted Expense:		6.3%

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

LOCALITY RECONCILIATION

June 2022

FISCAL YEAR 2022 (Dollars in Thousands)	HAMPTON			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	$ 4,648.3	$ 4,648.3	$ 4,648.3	$ -
Plus: Local Farebox	$ 814.9	$ 814.9	$ 702.1	$ (112.8)
Locality Share - Sub-Total:	$ 5,463.2	$ 5,463.2	$ 5,350.4	$ (112.8)
Plus: Federal Aid	$ 2,512.4	$ 2,512.4	$ 1,303.9	$ (1,208.5)
State Aid	$ 2,276.7	$ 2,276.7	$ 3,413.7	$ 1,137.0
Total Revenue Contribution:	$ 10,252.3	$ 10,252.3	$ 10,068.0	$ (184.3)
Operating Expenses:	$ 10,252.3	$ 10,252.3	$ 9,530.8	$ (721.5)
Locality Budget Status to Date[1]:				**$ 537.2**
KPI				
Farebox Recovery:		7.9%	7.4%	
Farebox % of Budgeted Expense:			6.8%	

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

LOCALITY RECONCILIATION

June 2022

FISCAL YEAR 2022 (Dollars in Thousands)	NEWPORT NEWS			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	$ 7,374.4	$ 7,374.4	$ 7,374.4	$ -
Plus: Local Farebox	$ 1,468.5	$ 1,468.5	$ 1,195.7	$ (272.8)
Locality Share - Sub-Total:	$ 8,842.9	$ 8,842.9	$ 8,570.1	$ (272.8)
Plus: Federal Aid	$ 3,790.0	$ 3,790.0	$ 1,734.4	$ (2,055.6)
State Aid	$ 3,639.9	$ 3,639.9	$ 5,394.3	$ 1,754.4
Total Revenue Contribution:	$ 16,272.8	$ 16,272.8	$ 15,698.8	$ (574.0)
Operating Expenses:	$ 16,272.8	$ 16,272.8	$ 14,960.9	$ (1,311.9)
Locality Budget Status to Date[1]:				**$ 737.9**
KPI				
Farebox Recovery:		9.0%	8.0%	
Farebox % of Budgeted Expense:			7.3%	

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

Draft Financial Statement

LOCALITY RECONCILIATION

June 2022

FISCAL YEAR 2022 (Dollars in Thousands)	NORFOLK			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	$ 19,408.4	$ 19,408.4	$ 19,408.4	$ -
Plus: Local Farebox	$ 3,320.4	$ 3,320.4	$ 3,589.7	$ 269.3
Locality Share - Sub-Total:	$ 22,728.8	$ 22,728.8	$ 22,998.1	$ 269.3
Plus: Federal Aid	$ 8,592.8	$ 8,592.8	$ 3,253.4	$ (5,339.4)
State Aid	$ 9,110.2	$ 9,110.2	$ 14,153.4	$ 5,043.2
Total Revenue Contribution:	$ 40,431.8	$ 40,431.8	$ 40,404.9	$ (26.9)
Operating Expenses:	$ 40,431.8	$ 40,431.8	$ 38,974.4	$ (1,457.4)
Locality Budget Status to Date[1]:				**$ 1,430.5**

KPI		
Farebox Recovery:	8.2%	9.2%
Farebox % of Budgeted Expense:		8.9%

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

LOCALITY RECONCILIATION

June 2022

FISCAL YEAR 2022 (Dollars in Thousands)	PORTSMOUTH			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	$ 2,834.9	$ 2,834.9	$ 2,834.9	$ -
Plus: Local Farebox	$ 514.3	$ 514.3	$ 517.2	$ 2.9
Locality Share - Sub-Total:	$ 3,349.2	$ 3,349.2	$ 3,352.1	$ 2.9
Plus: Federal Aid	$ 1,684.1	$ 1,684.1	$ 1,225.2	$ (458.9)
State Aid	$ 1,415.5	$ 1,415.5	$ 2,313.8	$ 898.3
Total Revenue Contribution:	$ 6,448.8	$ 6,448.8	$ 6,891.1	$ 442.3
Operating Expenses:	$ 6,448.8	$ 6,448.8	$ 6,515.6	$ 66.8
Locality Budget Status to Date[1]:				**$ 375.5**
KPI				
Farebox Recovery:		8.0%	7.9%	
Farebox % of Budgeted Expense:			8.0%	

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

Draft Financial Statement

LOCALITY RECONCILIATION

June 2022

FISCAL YEAR 2022 (Dollars in Thousands)	VIRGINIA BEACH			
	ANNUAL BUDGET	YEAR-TO-DATE		
		BUDGET	ACTUAL	VARIANCE
Locality Operating Share	$ 7,745.8	$ 7,745.8	$ 7,745.8	$ -
Plus: Local Farebox	$ 1,142.7	$ 1,142.7	$ 1,337.5	$ 194.8
Locality Share - Sub-Total:	$ 8,888.5	$ 8,888.5	$ 9,083.3	$ 194.8
Plus: Federal Aid	$ 3,921.8	$ 3,921.8	$ 3,061.0	$ (860.8)
State Aid	$ 3,691.8	$ 3,691.8	$ 6,400.7	$ 2,708.9
Total Revenue Contribution:	$ 16,502.1	$ 16,502.1	$ 18,545.0	$ 2,042.9
Operating Expenses:	$ 16,502.1	$ 16,502.1	$ 17,719.9	$ 1,217.8
Locality Budget Status to Date[1]:				**$ 825.1**

KPI		
Farebox Recovery:	6.9%	7.5%
Farebox % of Budgeted Expense:		8.1%

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

Contract No: 22-00178, Modification	Title: Heavy Equipment Moving and Relocation Services	Modification Amount $88,311

Acquisition Description: Award a contract modification to increase the Heavy Equipment Moving and Relocation Services contract value by an additional $88,311.

Background: In March 2022, Hampton Roads Transit (HRT) issued a contract to Hampton Roads Moving and Storage (HRMS), in the amount of $53,040, to provide heavy equipment moving and relocation services to facilitate the relocation of HRT's light rail warehouse at 3404 Mangrove Avenue, Norfolk (Mangrove) to the new warehouse at 4600 Princess Anne Road, Norfolk (Princess Anne). HRT's lease at the Mangrove warehouse expired on March 31, 2022.

The contract was awarded through a competitive Request for Quote (RFQ) process, with a Scope of Work which required the Contractor to perform relocation of 13,200 square feet of warehouse space. The Scope of Work also included potential off-site temporary storage for no more than 2,500 square feet of warehouse equipment and materials. This provision was included because a Certificate of Occupancy (CO) had not been received by the landlord to allow use of the new warehouse facility by the time the RFQ was issued. HRT wanted to ensure move out of the Mangrove facility was in accordance with the lease of that facility.

Materials moved included pallet racks and associated palletized stored items; heavy equipment; part storage cabinets; glass windshields and windshield storage boxes; riding lawn mowers, forklifts; flammable storage lockers; and multiple spools of wire (some weighing approximately 10,000 pounds).

HRT was assured that although a CO had not yet been received for the use of the new warehouse, as was expected by March 15, one would be received before March 31. On March 21, 2022, HRT's Facilities Department began the process of packing up the former Mangrove warehouse to relocate to the new facility. Notice of the Temporary CO was provided to HRT on April 5. Due to the delay of occupancy of the new warehouse, after all other onsite storage options were exhausted, limited items were sent for storage. These items were moved to the new warehouse after the Temporary CO was received and pallet racks were installed.

Contract Approach: The modification amount of $88,311 is required for additional tasks performed by the Contractor and storage costs not contemplated during the original contract award.

Cost/Funding: This contract modification will be funded with Operating Funds.

Project Managers: William Collins, Facilities Maintenance Manager

Contracting Officer: Sonya Luther, Director of Procurement

Contract No: 22-00178, Modification	**Title:** Heavy Equipment Moving and Relocation Services	**Modification Amount** $88,311

Recommendation: It is respectfully recommended that the Commission approve the award of a modification to increase the Heavy Equipment Moving and Relocation Services contract by $88,311, to a not-to-exceed amount of $141,351.

Contract No:	Title:	Modification Amount
19-00061, Modification	Newport News Transit Center Site Reconstruction	$250,000.00

Acquisition Description: Award a contract modification to increase the Newport News Transit Center Site Reconstruction contract value by an additional $250,000.00.

Background: In February 2020, the Commission approved the award of a contract to Allan Myers, VA, Inc. in the amount of $1,647,777.00 to provide demolition and site reconstruction of Hampton Roads Transit's (HRT's) Newport News Transit Center parking and bus drive aisle facilities. The contract was awarded with a Notice-to-Proceed date of April 1, 2020. The contract was awarded through a competitive Invitation for Bids (IFB) process, with a Scope of Work which required that the Contractor provide all materials, labor, and equipment necessary to perform the construction services.

Due to the COVID-19 pandemic beginning in March 2020, there were multiple modifications which postponed the Notice-to-Proceed date to October 1, 2021. As a result of the delays, the cost of materials had increased from the date of award to the date the performance began, which required a modification in the amount of $393,048.80. A subsequent modification was issued in the amount of $17,189.00 to remove the requirement for shelter anchor shoe cover replacement and to add the requirement for a gas line conflict pipe crew remobilization/demobilization and to reestablish a work area. These modifications increased the value of the contract to $2,058,014.80.

Contract Approach: The modification amount of $250,000.00 is required for tasks identified, including concrete pavement color to match the Downtown Norfolk Transit Center and the Liberty Street Transfer Center; concrete joint sealing; installation of dumpster bollards; conversion of a bus shelter to a bicycle shelter; additional pavement repair; and a number of material quantity increases.

Cost/Funding: This contract modification will be funded with State, ACC, and Federal 5307 Funds.

Project Managers: Don Lint, Construction Projects Coordinator

Contracting Officer: Sonya Luther, Director of Procurement

Recommendation: It is respectfully recommended that the Commission approve the award of a modification to increase the Newport News Transit Center Site Reconstruction contract by $250,000.00, to a not-to-exceed amount of $2,308,014.80.

Contract No: 22-00192	Title: Information Technology Research and Advisory Services (Renewal)	Contract Amount: 1 Year - $281,705

Acquisition Description: Enter into a sole source renewal service contract with Gartner, Inc. to provide information technology (IT) research and advisory services.

Background: Hampton Roads Transit's (HRT's) IT Department requires the services of a research and advisory firm to provide technical assistance and support to improve performance and reduce risks associated with a multitude of Technology projects. With HRT's limited technical staffing resources, Gartner has proven to be a definitive and cost-effective method for HRT's Technology Management to provide both strategic expertise and timely insight into all of the Agency's key technology initiatives. Under the terms of this agreement, Gartner will provide technical assistance to HRT's Technology Department to drive HRT's technology related mission and vision. Research and advisory assistance will include but is not limited to contract/cost optimization services; analysis and research; consulting services; benchmarking; peer networking; access to webinars and seminars; and access to resources in a workgroup environment.

Contract Approach: FTA and Virginia Public Procurement Act guidelines allow non-competitive procurements when only one source is available, and the award of a contract is infeasible under small purchase procedures, sealed bids, or competitive proposals. Due to the specific requirements of this solicitation, full and open competition was not a feasible method of Procurement. Gartner is the industry standard for providing research, IT contract review, IT key metrics data, peer networking, and expertise across a wide range of IT solutions. Sole Source procurements are accomplished through solicitation and acceptance of a proposal from only one source.

A solicitation was issued on June 24, 2022, and Gartner, Inc. provided a responsive proposal on June 30, 2022, in the amount of $281,705. The proposal included a monthly cost to provide the requested services over the one-year contract term.

Based on the results of a price analysis performed utilizing historical data and the current Gartner State and Local Government pricing, the proposed pricing is deemed fair and reasonable. A contractor responsibility review confirmed that Gartner is both technically and financially capable to provide the services described in the Scope of Work.

Gartner, Inc. is headquartered in Stamford, CT and has provided these services for municipalities throughout the Commonwealth of Virginia and HRT satisfactorily.

The period of performance for this contract is one (1) year.

Contract No:	Title:	Contract Amount:
22-00192	Information Technology Research and Advisory Services (Renewal)	1 Year - $281,705

Cost/Funding: This contract will be funded with Operating Funds.

Project Manager: Michael Price, Chief Technology Officer/Chief Information Officer

Contracting Officer: Jason Petruska, Senior Contract Specialist

Recommendation: It is respectfully recommended that the Commission approve the award of a sole source contract to Gartner, Inc. to provide information technology research and advisory services in the not-to-exceed amount of $281,705 for a one (1) year period.

Transportation District Commission of Hampton Roads

Resolution 01 – 2022

A RESOLUTION TO DEMONSTRATE SUPPORT FOR THE SMART SCALE FUNDING APPLICTION FOR THE NAVAL STATION NORFOLK TRANSIT CORRIDOR (NSNTC) PROJECT PHASE I INITIAL RECOMMENDED ALTERNATIVE, A TWO-MILE EXTENSION OF THE TIDE LIGHT RAIL.

WHEREAS, the HRT staff have been conducting the NSNTC study in partnership with the City of Norfolk; and

WHEREAS, the completion of a two-tiered evaluation process produced a recommendation for a two-mile extension of the Tide Light Rail to the Military Circle Redevelopment Area as the Phase I investment towards the eventual extension of high capacity transit to serve Naval Station Norfolk; and

WHEREAS, HRT intends to pursue state and federal funding for the recommended Tide Extension project through SMART SCALE and the Federal Transit Administration Capital Improvement Grant program, respectively; and

WHEREAS, HRT has requested resolutions of support for the SMART SCALE application from the City of Norfolk and Hampton Roads Transportation Planning Organization (HRTPO); and **WHEREAS,** Norfolk City Council unanimously approved a resolution of support for the SMART SCALE application on June 28, 2022;

WHEREAS, the Hampton Roads Transportation Planning Organization (HRTPO) is expected to pass a resolution of support for the SMART SCALE application at its July 21, 2022 Board meeting;

BE IT RESOLVED that the Transportation District Commission of Hampton Roads fully endorses HRT's application for SMART SCALE funding for the extension of the Tide light rail to the Military Circle Mall Redevelopment Area:

That this Resolution shall be in effect from and after the date of its adoption.

_____

Aaron Rouse
Chair

_____

Luis R. Ramos
Secretary
July 28, 2022

#3766 RES

Form and Correctness Approved: BAP

Contents Approved:

By: _____
Office of the City Attorney

By: John Stevenson
DEPT. Transit

NORFOLK, VIRGINIA

R-2 RESOLUTION NO. 1,867

A RESOLUTION IN SUPPORT OF THE MILITARY CIRCLE TIDE EXTENSION APPLICATION BY HAMPTON ROADS TRANSIT ("HRT") TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION ("VDOT") FOR THE FISCAL YEAR 2026 SMART SCALE PROGRAM.

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BE IT RESOLVED by the Council of the City of Norfolk:

Section 1:- That the City Council hereby expresses its support for HRT's application to VDOT for the Military Circle Tide Extension project and hereby requests funding for the project through the Virginia Department of Transportation SMART SCALE Program for FY26.

Section 2:- That subject to appropriation, the City will share in the cost of the project to the extent required to secure the needed grants. The financial documents project a year-of-expenditure project cost of Four Hundred Million ($400,000,000) and programmed Regional Surface Transportation Funds of Thirteen Million Seven Hundred Thousand ($13,700,000). HRT is requesting Forty Million ($40,000,000) in SMART SCALE Funding, with a remaining funding gap of approximately Three Hundred Forty-Six Million ($346,000,000). HRT intends to apply for Federal Transit Administration Capital Improvement Grant (CIG) funding, and it is the City's intent to address the remaining gap in funds through other sources of federal, local and private funding.

Section 3:- That the proper officers of the City are authorized to do all things necessary to meet the requirements for the allocation of these funds.

Section 4:- That this resolution shall be in effect from and after its adoption.

Adopted by Council June 28, 2022
Effective June 28, 2022

TRUE COPY
TESTE:

RICHARD ALLAN BULL

BY: _____

TRAC Report
July 2022

HRT's Transit Riders Advisory Committee (TRAC) met on July 6, 2022, in the board room in Norfolk. Chair Denise Johnson convened the meeting at 6pm. TRAC members in attendance were Denise Johnson, Robert Neely, Heather Cutrone, Melissa Osborne, Alyson Swett, and Kenneth Moore.

HRT staff attendees were Jennifer Dove, Steve Florian, Linda Carroll, Lisa Bell, Jessie Stokes, Marie Arnt, Henry Ryto, and Rodney Davis.

General public attendees were Paul Atkinson, Jr., Mr. and Ms. Pender, and Corey Lott.

The May minutes were approved. The motion was made by Heather Cutrone and seconded by Melissa Osborne.

Ms. Jennifer Dove, Grants and Civil Rights Coordinator, provided a presentation on HRT's Disadvantaged Business Enterprise Goal. She said, HRT's Triennial DBE goal for FY2023 to 2025 will be 8%. She explained the process for determining the goal. Ms. Dove said the TRAC's feedback along with feedback from other agencies will be recorded and submitted to the FTA along with the goal.

Mr. Steve Florian, Fare Technology Operations Administrator, provided an update on the plan for the implementation of Mobile Fare Payment.

Mr. Rodney Davis, Director of Customer Relations, reported that Microtransit service would begin on July 10, and the RTS was on track to begin in October. He also reported on TRAC CAFs.

Chair's Remarks: Chairperson Denise Johnson thanked the HRT staff and TRAC for their work.

The meeting adjourned at 7 P.M. The next TRAC meeting will be on September 7, 2022, in the board room in Hampton at 6pm.