



Hampton Roads Regional Transit Program

“757 Express”

Update for Hampton City Council

October 28, 2020

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Hampton Roads Regional Transit Program

757 Express

- Mandated by General Assembly.
- The goal of the Program is to provide a modern, safe, and efficient core network of transit services across the Hampton Roads region.
- “Per Code of Virginia, the Program must be documented in HRT’s Transit Strategic Plan approved by HRT’s governing board.”
- Developed with significant input from City and business leaders, city staff and community stakeholders.



What are funding sources for the Regional Transit Program?

Three funding sources are authorized by the General Assembly to fund the Program using the Hampton Roads Regional Transit Fund:

- ✓ **State Recordation Tax**
- ✓ **Regional Transportation Improvement Fee (grantor's tax at rate of \$.06 per \$100 on sale of real property)**
- ✓ **Transient Occupancy Tax (TOT) (at rate of 1 percent of charge for occupancy on hotel stays)**
 - TOT collection will not begin until May 2021

What are the Regional Core Routes?

Route #	Route Name
1	Granby Street
2	Hampton Blvd
3	Chesapeake Blvd
8	Tidewater Drive
15	Military Highway
20	Virginia Beach Blvd
21	Little Creek Road
36	Independence Blvd/Holland Road
45	Portsmouth Blvd
47	High Street/Churchland
101	Kecoughtan Road
112	Jefferson Avenue
114	Mercury Blvd

REGIONAL BACKBONE IMPACTS (15-MIN WEEKDAY PEAK SERVICE)		
	CURRENT HRT SYSTEM	CHANGE FROM CURRENT 13-ROUTE REGIONAL BACKBONE
NO. OF ROUTES WITH 15-MIN WEEKDAY PEAK SERVICE	6	13
POPULATION SERVED	181,000	487,000 169% increase
JOBS SERVED	137,500	312,500 127% increase
AREA IN WALKING DISTANCE	41 sq. miles	115 sq miles 180% increase



New Regional Core Route Information



Regional Backbone Routes

15 minute service routes

- Route 1 – 15-minute service am peak, midday, pm peak
- Route 2 – 15- minute service am and pm peaks, 30-minute midday
- Route 3 – 15-minute service am peak, midday, pm peak
- Route 8 – 15-minute service am and pm peaks, 30-minute midday
- Route 15 – 15-minute am and pm peaks, 30- minute midday
- Route 20 – 15-minute service am peak, midday, pm peak
- Route 21 – 15-minute am and pm peaks, 30-minutes midday
- Route 36 – 15 minute am and pm peaks, 30-minute midday
- Route 45 - 15- minute service am and pm peaks, 30-minute midday
- Route 47 - 15- minute service am and pm peaks, 30-minute midday
- Route 101 -15- minute service am and pm peaks, 30-minute midday
- Route 112 - 15-minute service am peak, midday, pm peak
- Route 114 - 15-minute service am peak, midday, pm peak



Service Times will start and end the same



Span of Service



Frequency of Service

Limited/Express Routes

MAX Routes

Route #	Route Name
919	Silverleaf to Naval Station Norfolk
922	Greenbriar to Naval Station Norfolk
960	Downtown Norfolk to VB Oceanfront
961	Downtown Norfolk to NNTC
966	Silverleaf to NNTC/Newport News Shipyard
967	LRT/Greenbriar/Newport News Shipyard
972	TCC VB to Newport News Shipyard
970 (new)	Portsmouth to Newport News Shipyard via I-664

Peninsula Commuter Routes

Route #	Route Name
403	Buckroe shopping ctr. to NNTC/Newport News Shipyard
405	Buckroe to NNTC/Newport News Shipyard
414	Jefferson/Oakland to Newport News Shipyard/NNTC
415	Denbigh to Newport News Shipyard/NNTC
430	Denbigh Fringe to Newport News Shipyard/NNTC



Groupings and Supporting Improvements

- Routes are grouped in “natural buckets” that are co-dependent on one another.
- Current groupings of routes:
 - **Group A – Routes 101, 112, 114, PCS and MAX**
 - Group B – Routes 1, 15, 20, 36, 45, and 47
 - Group C – Routes 2, 3, 8, 21
- Early system-wide implementation of technology investments such as real time, mobile fare payment, passenger information displays.
- Early system-wide implementation of Facility Improvements and Passenger Amenities
 - Shelters, benches, new passenger terminals at NET Center, Robert Hall and Evelyn Butts, new bus division(s) in VB and the Peninsula to accommodate larger fleet

What is Eligible Expenditures within the 757 Express Program?

Program Eligible costs include:

- ✓ **Capital and Operating and Maintenance** costs (from planning through ongoing O&M)
- ✓ **Expansion projects and State of Good Repair**



What are the Capital Elements of the Program?



Rolling Stock

Revenue

Non-revenue



Facilities

Passenger Amenities

Signage and Bus Stops

Transfer Centers

Solar Lighting



Technology

Real Time

Mobile Ticketing

Passenger Information

Displays



What are the O & M Elements of the Program?



Rolling Stock

SGR



Facilities

Cleanliness (shelters &
transit centers)
SGR (Pass amenities)



Technology

Software Licenses
Hardware SGR



Human Resources

Personnel



Financial Uncertainty





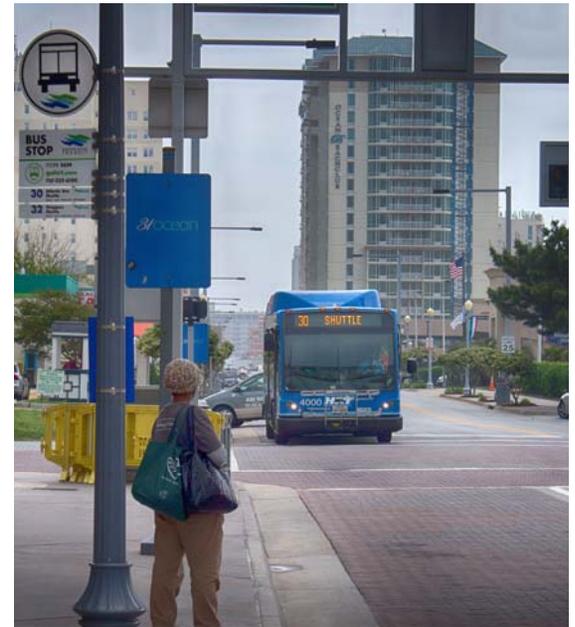
Facilities and Passenger Amenities

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Bus Shelters - HRT 2009 to today





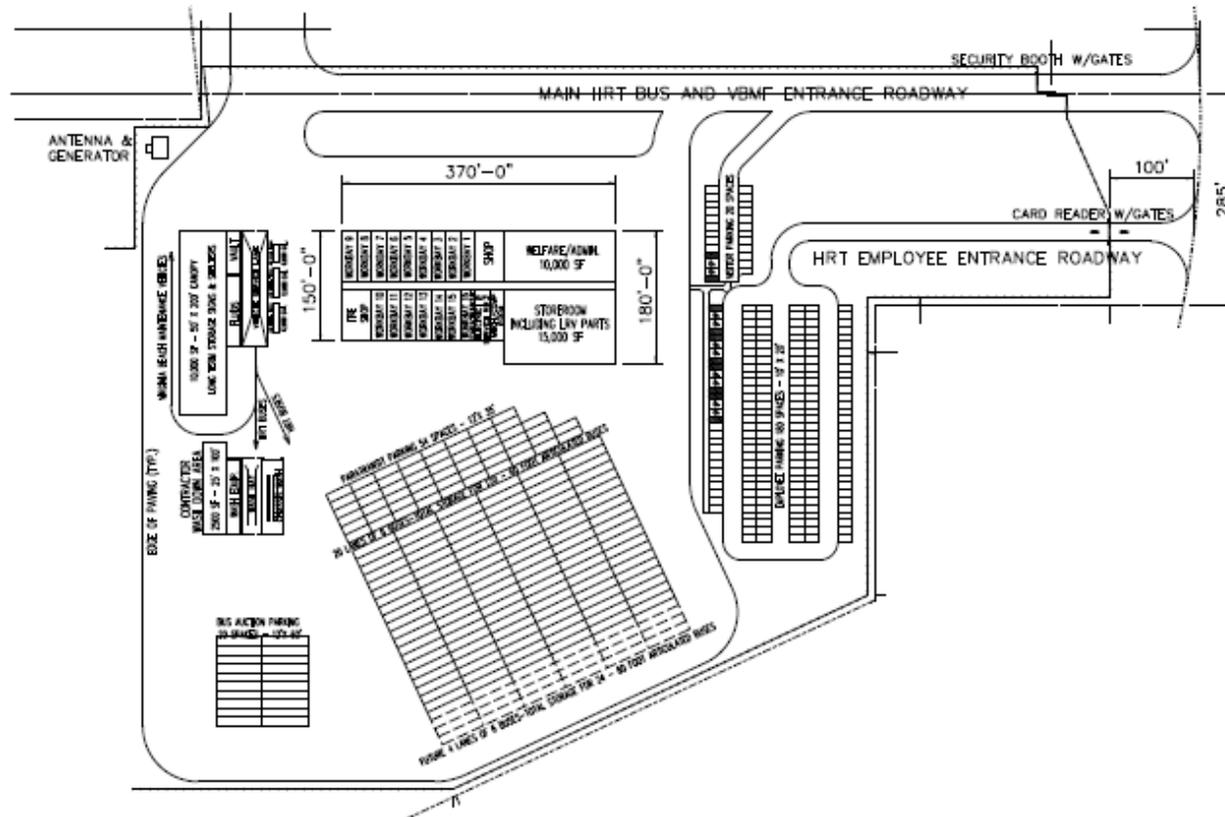
Passenger Amenities

Additional Considerations...



Trolley Base

New Bus Operating & Maintenance Division





Passenger Transfer Facilities



Human Resource Needs

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Success is in the people



Group Name	# of New Operators	# of New Buses
Group A (Routes 101, 112, 114, all Max and PCS)	57	24 (incl. spares)
Group B (Routes 1, 15, 20, 36, 45, 47)	130	12 (incl. spares)
Group C (Routes 2, 3, 8, 21)	55	12 (incl. spares)
Extra Board	48	n/a
Totals	290	48



Schedule

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General Investment Schedule

	YR 1 - FY 21	YR 2 - FY 22	YR 3 - FY 23	YR 4 - FY 24	YR 5 - FY 25	YR 6 - FY 26	YR 7 - FY 27	YR 8 - FY 28	YR 9 - FY 29	YR 10 - FY 30
Facilities										
Passenger Amenities										
Technology Equipment										
Rolling Stock										
Service Implementation and Ongoing O&M										

Concluding Remarks

