

June 10, 2025

Memorandum #2025-78

TO: Regional Transit Advisory Panel Members

BY: Robert A. Crum, Jr., Executive Director

RE: Regional Transit Advisory Panel Meeting Agenda – June 16, 2025

The next meeting of the Regional Transit Advisory Panel (RTAP) has been scheduled for Monday, June 16, 2025, from Noon to 2:00 PM. Lunch will be provided. The agenda is attached. Discussion items will include the following:

- Climate Pollution Reduction Grant and Regional Plan for Reducing Greenhouse Gases
- HRT 757 Express Update
- HRT Unified Fare Systems Study
- Legislative Priorities

This meeting will be held in person in Board Room A/B of the Regional Building located at [723 Woodlake Drive, Chesapeake, VA 23320](#).

Additionally, the meeting will be live-streamed and available for viewing on [YouTube](#) and [Facebook](#).

/cm

Attachments

**Hampton Roads Transportation Planning Organization
Regional Transit Advisory Panel
Meeting Agenda**

**Monday, June 16, 2025
12:00 Noon**

**Board Room A/B
The Regional Building
723 Woodlake Drive, Chesapeake**

1. Call to Order and Introductions

2. Approval/Modification of Agenda

The Regional Transit Advisory Panel (RTAP) members are provided with an opportunity to add or delete items from the agenda. Any item for which a member desires consideration by the RTAP should be submitted at this time, as opposed to under “Other Business.”

Recommended Action: Approve the agenda.

3. Public Comment

Members of the public will be provided with an opportunity to address the RTAP. Comments will be limited to three minutes per speaker.

4. Minutes

Minutes from the RTAP meeting held on January 3, 2025 are attached.

Attachment 4

Recommended Action: Approve the minutes.

5. Climate Pollution Reduction Grant (CPRG)

In June 2023, the Hampton Roads Planning District Commission (HRPDC) received a \$1 million planning grant from the Environmental Protection Agency (EPA) to develop a regional plan for reducing greenhouse gases. HRPDC’s CPRG Steering Committee has developed draft strategies and would like RTAP’s input on the transportation sector. The two proposed measures that will be discussed are:

- Increasing the adoption of zero-emission vehicles by developing education, outreach, and planning materials for localities for purchasing and maintaining zero-emission vehicles and developing a fueling infrastructure deployment strategy.

- Reducing vehicle miles traveled by supporting alternative modes of transportation through bicycle/pedestrian and transit infrastructure investments.

Ms. Whitney S. Katchmark, HRPDC Water Resources Engineer, will facilitate the discussion with RTAP members.

6. HRT 757 Express

In 2020, the Virginia General Assembly passed legislation requiring the establishment of the Hampton Roads Regional Transit Program (the Program) and the related Hampton Roads Regional Transit Fund (HRRTF). To this end, the Hampton Roads Regional Transit Program was established to define and supply resources for the development, operation, and capital needs for both the expansion and the state of good repair of reliable regional transit operations.

Over the past three years, HRT has been implementing various facets of the 757 Express Program, which includes high-frequency bus service, passenger amenities, and other capital investments.

Mr. Ray Amoruso, HRT Chief Planning and Development Officer, will brief the RTAP on this item.

7. HRT Unified Fare Systems Study

Arcadis Group was awarded a contract by HRT to conduct a study to support the identification of a “Unified Fare System” between the Hampton Roads region's three transit providers to improve the ease of movement of customers when traveling throughout the greater Hampton Roads area by public transportation.

The Unified Fare Study project kicked off on June 3, 2025, involving representatives from Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), and Suffolk Transit. The project will assess existing fare structures, policies, and infrastructure across Hampton Roads, as well as identify strategies for unifying fare systems regionwide to help make interagency trip-making easier and more seamless.

Specifically, the project team will discuss project goals and objectives, timeline, key steps and milestones, and the outlook for project results and completion.

Mr. Andrew Pease, Arcadis Consulting Project Manager, and Mr. Steven Florian, HRT Project Manager, will brief the RTAP on this item.

8. Legislative Priorities

Mr. Robert A. Crum, Jr., HRPDC/HRTPO Executive Director, and Ms. Noelle Pinkard, HRT's Organizational Advancement Officer, will provide an update on the transit-related initiatives from the 2025 General Assembly session.

Following the update, Mr. Crum and HRT staff will facilitate a discussion with RTAP members about the 2026 General Assembly session and how to effectively support initiatives related to sustainable and predictable regional transit funding.

9. Other Business

RTAP members will be provided with an opportunity to share any information related to public transit in the Hampton Roads/757 region.

10. Next Meeting

11. Adjournment

**Summary Minutes of the
HRTPO Regional Transportation Advisory Panel (RTAP) Meeting
January 3, 2025**

The meeting of the HRTPO Regional Transit Advisory Panel (RTAP) was called to order at 12:05 p.m. in the Regional Building Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

RTAP Members in Attendance:

Garry Harris	Dr. Claudean Kizart
Janice Taylor	Jim Wofford
Steve Djunaedi	John Wiley
Brian Smith	Steve Sims
Ray Amoruso	Ben Goodill
Ellen Ruane	Matt Scalia
Steve Zollos	Amy Braziel
Mary Kate Andris	Noelle Pinkard
Todd Nichols	Peter Shaw
Rick Dwyer	Greg Lewis
Brad Martin	Brandi Mansma

HRTPO/HRPDC Staff:

Robert A. Crum, Jr.	Matthew Harrington
Rob Case	Quan McLaurin
Rob Cofield	Pavithra Parthasarathi
Jeff Raliski	Markay Hall
Jeffrey DiScala	Greg Grootendorst
Matt Klepeisz	Whitney Katchmark

Others Recorded Attending:

Mark Geduldig-Yatrofsky, John Paul, Diane Kaufman, Sandra Brandt, Charlie O'Brien, Maleah Amos, Dr. Amelia Ross-Hammond, Bryan Pennington, Mayor Shannon Glover, Todd Nichols, Kindra Green, and Casey Roberts

Approval/Modification of Agenda

The meeting agenda was accepted as distributed with no changes or amendments.

Public Comments

There were no public comments.

Minutes

Mr. Robert Crum, HRTPO Executive Director, noted that the RTAP minutes of the September 30, 2024 meeting which were included in the Agenda packet distributed in advance of the session had been updated. Specifically Mr. Geduldig-Yatrofsky's participation in the

September meeting is now listed as an attendee and not as an RTAP member. Copies of the amended minutes with the above detailed change were distributed to the RTAP members at the meeting. The amended minutes were then unanimously approved with no additional changes.

Upcoming 2025 General Assembly Session

Dr. Brian Smith of Hampton Roads Transit (HRT) provided an update on the current maintenance needs of the Norfolk TIDE Light Rail system which will be a priority initiative for the agency during the next Virginia General Assembly session. In support of this effort, HRT has created a brief video summarizing the primary issues related to the growing funding needs of the TIDE system. HRT estimates that it needs approximately 13.5M annually through 2031 in order to address the ongoing maintenance requirements of the TIDE light rail.

Dr. Smith emphasized the unique funding requirements of rail systems in contrast to other modes of public transportation. Items such as electrical catenary systems and track maintenance are unique to rail and not a concern for rubber tire operations.

In recognition of this reality, Mr. Smith highlighted that the Virginia General Assembly in 2023 directed that portions of Commonwealth Mass Transit Fund are set aside off the top for the two other rail public transportation systems currently operating in Virginia – Washington Metropolitan Area Transit Authority (WMATA) and Virginia Rail Express (VRE). Accordingly, these two rail operators are now receiving 46.5% and 3.5% of the State funds, respectively for the maintenance of their rail operations.

However, since the TIDE system was not included in the 2023 legislation, it is the only Virginia rail public transit system that must compete against bus systems for funding, using the established State cost effectiveness metrics that place rail systems at a great disadvantage. Consequently, Dr. Smith stated that HRT will be requesting parity for the TIDE with the other Virginia rail systems during the upcoming General Assembly session.

The detailed ask of the General Assembly will be to allocate 2.5% of the Commonwealth Mass Transit Fund for maintenance of the TIDE system, in line with what is already in place for the other Virginia rail transportation systems. Local patrons for the HRT bill are Senator Rouse and Delegate Askew (HB 1982 – copy attached). The draft will also include a Hold Harmless provision so that other transit systems in the Commonwealth would not be negatively impacted by this additional setaside.

HRT staff will provide RTAP with draft letters of support for this initiative and also supply talking points for use in meetings with legislators. Ms. Pinkard noted that Transit Advocacy Day in Richmond is scheduled for January 27th but added that HRT would be happy to host meetings between RTAP members and legislators at other times as well.

Dr. Smith also noted that HRT will be advancing a budget amendment during the General Assembly session to offset a decrease in operating assistance in the current fiscal year. The decrease was approximately \$2M for HRT. Suffolk Transit was also impacted by this reduction to a lesser extent.

Mr. Crum received approval from the RTAP to write letters to the Hampton Roads General Assembly delegation in support of the HRT funding equity request for the TIDE light rail system.

Overview of Paratransit Services and Coverage Zones

Ms. Braziel provided a summary of HRT's paratransit service operation. Main points included:

- The Americans with Disabilities Act (1990) created the requirement to offer complementary paratransit ride service for people for individuals unable to utilize the fixed route transit system.
- Paratransit eligibility determinations after application, based upon criteria set forth in the law – all individuals have a right to appeal eligibility determinations.
- HRT Paratransit is a shared ride service, and rides must be scheduled in advance.
- Paratransit pick-up times occur within a 30 minute window.
- Service is provided from origins and to destinations within $\frac{3}{4}$ of a mile of the fixed route system during the regular operating hours of the transit system.
- HRT employs both a smartphone app and a web portal to help individuals schedule and manage trips.
- The HRT paratransit system uses 116 vehicles, supplemented by taxis and transportation network company vehicles as appropriate.
- Over 40,000 people rode HRT paratransit services in November 2024.
- The paratransit system has the highest costs on a per ride basis across the HRT network.

Mr. Scalia stated that Williamsburg Area Transit (WATA) has experienced an 80% growth in paratransit ridership since 2016. Mr. Zollos added that Senior Services is also experiencing an increase in requests for its services.

Additional discussion centered on the potential of autonomous vehicles to be employed in the future to assist with the growing paratransit service needs in the region. Mr. Amoruso stated that HRT is continuously monitoring the technology developments in this area which are changing rapidly.

Other Business

“Around the Table” updates and general comments from RTAP members are noted as follows:

1. Ms. Parthasarathi noted that Virginia Department of Rail and Public Transportation (DRPT) staff members will attend a future RTAP meeting to provide a briefing on the upcoming expansion of the Virginia Breeze bus service from Virginia Beach to universities and destinations in the western part of the state.
2. Mr. Djunaedi reported Norfolk International Airport is nearing 5 million passengers annually but continues to lack a transit service connection. An airport transit link is especially important for the approximately 1,000 people who work at the airport. Mr. Amoruso reported that HRT is currently coordinating with the City of Norfolk on an airport transit connection service option and hopes to have news to report soon.

3. Mr. Scalia stated that WATA has just awarded a contract for a new Northern Area Transfer Point, which will be a significant enhancement for transit riders in that area. Mr. Goodill added that the major contract for the construction and rehabilitation of WATA's primary office and bus operations facility will be awarded by the end of the current month.
4. Dr. Kizart indicated that recent surveys at Tidewater Community College continue to show that transportation is among the top concerns for students at the college.
5. Ms. Greene reported that new counters along the Elizabeth River Trail show that approximately 672,000 people used the trail in 2024.
6. Mr. McLaurin stated that HRTPO currently has public notices for both the list of draft candidate projects for consideration during the development of the next Long Range Transportation Plan in the region and also the update to the HRTPO Public Participation Plan.
7. Mr. Crum stated that the next RTAP meeting will be scheduled in the February timeframe. Additional information will be forthcoming.

Next Meeting

Adjournment

There being no more business before the group, the meeting was adjourned at 1:59 p.m.

2025 SESSION

INTRODUCED

25104640D

HOUSE BILL NO. 1982

Offered January 8, 2025

Prefiled January 7, 2025

A BILL to amend and reenact § 33.2-1526.1 of the Code of Virginia, relating to Commonwealth Mass Transit Fund; Hampton Roads Transportation Accountability Commission.

Patron—Askew

Committee Referral Pending

INTRODUCED

HB1982

Be it enacted by the General Assembly of Virginia:

1. That § 33.2-1526.1 of the Code of Virginia is amended and reenacted as follows:

§ 33.2-1526.1. Use of the Commonwealth Mass Transit Fund.

A. All funds deposited pursuant to § 33.2-1524.1 into the Commonwealth Mass Transit Fund (the Fund), established pursuant to § 33.2-1526, shall be allocated as set forth in this section.

B. From funds available pursuant to subsection D, up to \$50 million shall be allocated to the Washington Metropolitan Area Transit Authority as matching funds to federal and other funds provided by the Federal Transit Administration, the District of Columbia, and the State of Maryland. However, such funds shall only be provided if the District of Columbia and the State of Maryland each provide an amount equal to one-third of the funding provided by the Federal Transit Administration to the Washington Metropolitan Area Transit Authority. The funds provided by the Commonwealth shall not exceed the funds provided by the District of Columbia or the State of Maryland.

C. The Board may establish policies for the implementation of this section, including the determination of the state share of operating, capital, and administrative costs related to mass transit. For purposes of this section, capital costs may include debt service payments on local or agency transit bonds. Funds may be paid to any local governing body, transportation district commission, or public service corporation for the purposes as set forth in this section. No funds from the Fund shall be allocated without a local match from the recipient.

D. Each year the Director of the Department of Rail and Public Transportation shall make recommendations to the Board for the allocation of funds from the Fund. Such recommendations, and the final allocations approved by the Board, shall adhere to the following, except as provided in subsection E:

1. ~~Twenty-four and one-half~~ *Twenty-three and one-half* percent of the funds shall be allocated to support operating costs of transit providers and shall be distributed by the Board on the basis of service delivery factors, based on effectiveness and efficiency as established by the Board. Such measures and their relative weight shall be evaluated every three years and shall be finalized ~~6~~ *six* months prior to the fiscal year of implementation. The Washington Metropolitan Area Transit Authority (WMATA) ~~and~~ the commuter rail system jointly operated by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC), established pursuant to Chapter 19 (§ 33.2-1900 et seq.), ~~and the light rail system operated by the Transportation District Commission of Hampton Roads (TDCHR)~~ shall not be eligible for an allocation of funds pursuant to this subdivision.

2. ~~Seventeen~~ *Fifteen and one-half* percent of the funds shall be allocated for capital purposes and distributed utilizing the transit capital prioritization process established by the Board pursuant to § 33.2-214.4 . WMATA ~~and~~ the commuter rail system jointly operated by NVTC and PRTC, established pursuant to Chapter 19 (§ 33.2-1900 et seq.), ~~and the light rail system operated by the TDCHR~~ shall not be eligible for an allocation of funds pursuant to this subdivision.

3. Three and one-half percent of funds may be allocated to NVTC for distribution to the commuter rail system jointly operated by NVTC and PRTC, established pursuant to Chapter 19 (§ 33.2-1900 et seq.), for operating and capital purposes. The amount of funds distributed pursuant to this subdivision and the selection of systems receiving funds pursuant to this subdivision shall be based on service delivery factors including effectiveness and efficiency as established by the Board. Such measures and their relative weight shall be evaluated every three years and shall be finalized six months prior to the fiscal year of implementation. Any funds remaining after such distribution shall be redistributed to subdivision 2.

4. *Two and one-half percent of funds may be allocated to the Hampton Roads Transportation Accountability Commission and distributed to the light rail system operated by a transportation district established pursuant to Chapter 19 (§ 33.2-1900 et seq.) for operating and capital purposes. The amount of funds distributed pursuant to this subdivision shall be based on performance factors including safety, effectiveness, and efficiency as established by the Board. Such measures and their relative weight shall be evaluated every three years and shall be finalized six months prior to the fiscal year of implementation. Any funds remaining after such distribution shall be redistributed pursuant to subdivision 2.*

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59 5. Forty-six and one-half percent of the funds shall be allocated to the NVTC for distribution to WMATA
60 for capital purposes and operating assistance, as determined by the Commission. All allocations pursuant to
61 this subdivision shall not exceed 50 percent of the total operating and capital assistance required to be
62 provided by NVTC or other Virginia entities in the approved WMATA budget. If the default allocation
63 pursuant to this subdivision exceeds an amount equal to 50 percent of the total operating and capital
64 assistance required to be provided by NVTC or other Virginia entities in the approved WMATA budget, the
65 remaining funds shall be redistributed to subdivision 2. No contributions made to WMATA pursuant to §
66 33.2-3401 by the Commonwealth or NVTC shall be relevant for the purposes of administering this
67 subdivision.

68 ~~5.~~ 6. Six percent of the funds shall be allocated by the Board for the Transit Ridership Incentive Program
69 established pursuant to § 33.2-1526.3.

70 ~~6.~~ 7. Two and one-half percent of the funds shall be allocated for special programs, including ridesharing,
71 transportation demand management programs, experimental transit, public transportation promotion,
72 operation studies, and technical assistance, and may be allocated to any local governing body, planning
73 district commission, transportation district commission, or public transit corporation. Remaining funds may
74 also be used directly by the Department of Rail and Public Transportation to (i) finance a program
75 administered by the Department of Rail and Public Transportation designed to promote the use of public
76 transportation and ridesharing throughout the Commonwealth or (ii) finance up to 80 percent of the cost of
77 development and implementation of projects with a purpose of enhancing the provision and use of public
78 transportation services.

79 E. The Board may consider the transfer of funds from subdivisions D 2 and ~~6~~ 7 to subdivision D 1 in
80 times of statewide economic distress or statewide special need.

81 F. The Department of Rail and Public Transportation may reserve a balance of up to five percent of the
82 Fund revenues in order to ensure stability in providing operating and capital funding to transit entities from
83 year to year, provided that such balance shall not exceed five percent of revenues in a given biennium.

84 G. The Board may allocate up to 3.5 percent of the funds set aside for the Fund to support costs of project
85 development, project administration, and project compliance incurred by the Department of Rail and Public
86 Transportation in implementing rail, public transportation, and congestion management grants and programs.

87 H. Funds allocated to the Northern Virginia Transportation Commission (NVTC) for WMATA pursuant
88 to subdivision D 4 5 shall be credited to the Counties of Arlington, Fairfax, and Loudoun and the Cities of
89 Alexandria, Fairfax, and Falls Church. Funds allocated pursuant to this subsection shall be credited as
90 follows:

91 1. Local obligations for debt service for WMATA rail transit bonds apportioned to each locality using
92 WMATA's capital formula shall be paid first by NVTC, which shall use 95 percent state aid for these
93 payments.

94 2. The remaining funds shall be apportioned to reflect WMATA's allocation formulas by using the related
95 WMATA-allocated subsidies and relative shares of local transit subsidies. Capital costs shall include 20
96 percent of annual local bus capital expenses. Local transit subsidies and local capital costs of Loudoun
97 County shall not be included. Hold harmless protections and obligations for NVTC's jurisdictions agreed to
98 by NVTC on November 5, 1998, shall remain in effect.

99 I. Appropriations from the Fund are intended to provide a stable and reliable source of revenue, as defined
100 by P.L. 96-184.

101 J. Notwithstanding any other provision of law, funds allocated to WMATA may be disbursed by the
102 Department of Rail and Public Transportation directly to WMATA or to any other transportation entity that
103 has an agreement to provide funding to WMATA.

104 K. In any year that the total Virginia operating assistance in the approved WMATA budget increases by
105 more than three percent from the total operating assistance in the prior year's approved WMATA budget, the
106 Board shall withhold an amount equal to 35 percent of the funds available under subdivision D 4 5. The
107 following items shall not be included in the calculation of any WMATA budget increase: (i) any service,
108 equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project
109 approved by the WMATA Board before or after the effective date of this provision; (iii) any payments or
110 obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA
111 and any other person or entity; and (iv) any service increases approved by the WMATA Board.

112 L. The Board shall withhold 20 percent of the funds available pursuant to subdivision D 4 5 if (i) any
113 alternate directors participate or take action at an official WMATA Board meeting or committee meeting as
114 Board directors for a WMATA compact member when both directors appointed by that same WMATA
115 compact member are present at the WMATA Board meeting or committee meeting or (ii) the WMATA
116 Board of Directors has not adopted bylaws that would prohibit such participation by alternate directors.

117 M. The Board shall withhold 20 percent of the funds available pursuant to subdivision D 4 5 unless (i)
118 WMATA has adopted a detailed capital improvement program covering the current fiscal year and, at a
119 minimum, the next five fiscal years, and at least one public hearing on such capital improvement program has

120 been held in a locality embraced by the Northern Virginia Transportation Commission (NVTC), and (ii)
121 WMATA has adopted or updated a strategic plan within the preceding 36 months, and at least one public
122 hearing on such plan or updated plan has been held in a locality embraced by NVTC.

123 The strategic plan shall require (a) an assessment of state of good repair needs; (b) a review of the
124 performance of fixed-route bus service, including schedules, route design, connectivity, and vehicle sizes; (c)
125 an evaluation of opportunities to improve operating efficiency of the transit network, including reliability of
126 trips and travel speed; (d) an examination and identification of opportunities to share services where multiple
127 transit providers' services overlap; and (e) an examination of opportunities to improve service in underserved
128 areas.

129 N. The Board shall withhold 20 percent of the funds available pursuant to subdivision D 4 5 unless
130 WMATA prepares and submits a proposed detailed annual operating budget and any proposed capital
131 expenditures and projects for the following fiscal year to the Board by April 1 of each year. The budget shall
132 include information on expenditures, indebtedness, pensions and other liabilities, and other information as
133 prescribed by the Board. Additionally such funds shall be withheld if the Commonwealth's and Northern
134 Virginia Transportation Commission's representatives to the WMATA Board of Directors and the WMATA
135 General Manager fail to annually address the Commonwealth Transportation Board regarding the WMATA
136 budget, system performance, and utilization of the Commonwealth's investment in the WMATA system.

137 O. The Board shall withhold 20 percent of the funds available pursuant to subdivision D 3 unless the
138 commuter rail system jointly operated by Northern Virginia Transportation Commission and the Potomac and
139 Rappahannock Transportation Commission, established pursuant to Chapter 19 (§ 33.2-1900 et seq.), submits
140 a detailed annual operating budget and any proposed capital expenditures and projects for the following fiscal
141 year to the Board by February 1 of each year. The operating plan and budget shall include information on
142 expenditures, indebtedness, and other information as prescribed by the Board.

143 P. *The Board shall withhold 20 percent of the funds available pursuant to subdivision D 4 unless the*
144 *Transportation District Commission of Hampton Roads submits a detailed annual operating budget and any*
145 *proposed capital expenditures and projects for the following fiscal year to the Board by February 1 of each*
146 *year.*

147 **2. That the provisions of this act shall become effective on July 1, 2026.**

148 **3. That, for fiscal year 2027, the Department of Rail and Public Transportation shall reserve funds**
149 **pursuant to subsection F of § 33.2-1526.1 of the Code of Virginia, as amended by this act, in amounts**
150 **necessary and utilize such reserved funds to provide supplemental operating assistance to any transit**
151 **provider that would experience a reduction in allocable funds pursuant to subdivision D 1 of § 33.2-**
152 **1526.1 of the Code of Virginia, as amended by this act, in order to hold harmless transit providers in**
153 **distributions of statewide operating assistance associated with the first \$118 million allocable under**
154 **subdivision D 1 of § 33.2-1526.1 of the Code of Virginia, as amended by this act.**