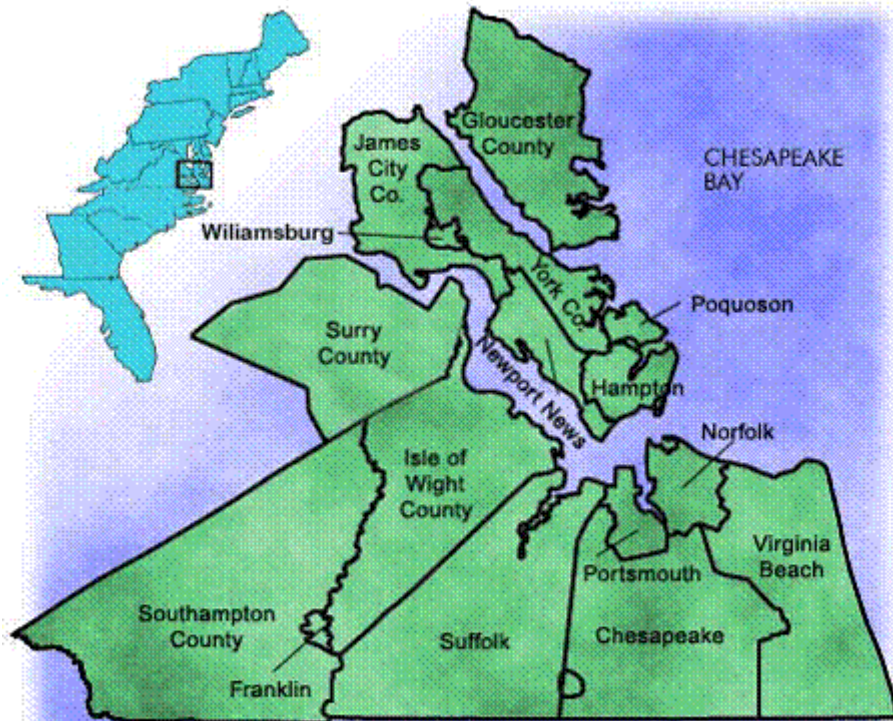


Virginia Association of Railway Patrons  
2008 Annual Meeting  
March 1, 2008



# Areas Served



- Chesapeake
- Hampton
- Newport News
- Norfolk
- Portsmouth
- Suffolk
- Virginia Beach



# Current Services

- 47 Fixed Regular Service Routes (bus)
- Handi-Ride (Paratransit)
- 8 Expressway Routes
- NET (Norfolk Electric Transit)
- VB Wave (Virginia Beach Trolley)
- Paddlewheel Ferry
- TRAFFIX





# About Hampton Roads Transit-Merger

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- Predecessor Agencies:
  - Tidewater Regional Transit (TRT)~ Southside
  - Pentran ~ Peninsula
- From October 1, 1999 - today
  - Transportation District Commission of Hampton Roads (TDCHR) - First Ever Voluntary Merger
  - Members are Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk and Virginia Beach
  - Governed by a Board of Commissioners – 2 council members from every city in our service area



# Administration

- Michael Townes, President and CEO; four Sr. Vice Presidents and four Vice Presidents
- HRT Employees: 885 (July 2007)
- Facilities
  - Administration, Operations & Maintenance-Hampton and Norfolk
  - Trolley Base- Virginia Beach
  - Transfer Centers- Hampton, Newport News, and Norfolk





# Facts and Figures

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- HRT's service area is 1.3 million
- 343 buses in our fleet (303 Transit Buses, 32 Trolley Replica Buses, 8 Electric buses )
- Over 16 mil rides taken on HRT services in 2007
- Almost 70% of every trip taken on HRT services is to get to/from work

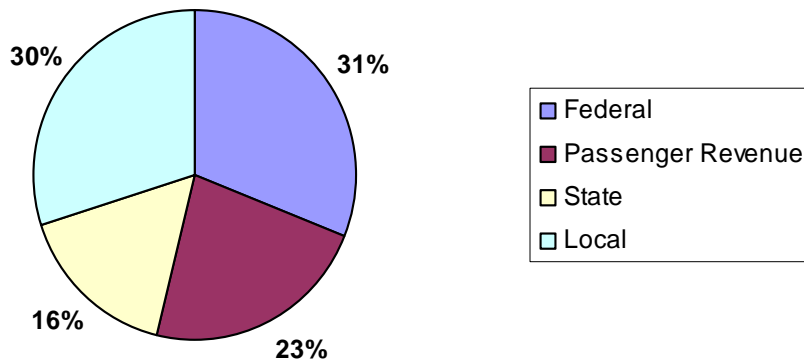


# Revenues & Sources of Public Funding

## Budget

Operating Budget for FY 2008 is \$72,070,343.

Revenue and Sources of Funding



- Passenger Revenue – 23%
- Federal Funding – 31%
- State Funding – 16%
- Local Funding – 30%



# THE TIDE



Ride the Tide





# History and Overview of “The Tide”

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## Chronology of Major Activities:

- 1996–2000 - Norfolk-Virginia Beach Light Rail Study
- November 2, 1999 - Virginia Beach non-binding referendum results: 55% to 45% say “no”
- February 11, 2000 - Resolution adopted by City of Norfolk to initiate study of Minimum Operable Segment (MOS)
- May 2000 - Chesapeake non-binding referendum results: 55% to 45% say “yes” for inclusion in regional rail study
- January 31, 2003 – HRT receives notification from Federal Transit Administration (FTA) of a “**Not Recommended**” rating  
(Meeting with Lynne Sahaj – meeting of J. Dorn)
- April 7, 2004 – FTA Administrator Jenna Dorn visits Norfolk
- December 29, 2004 – FTA informs HRT will be “**Not Rated for FY06**”  
(Provide evidence of the implementation of Parking Policy)



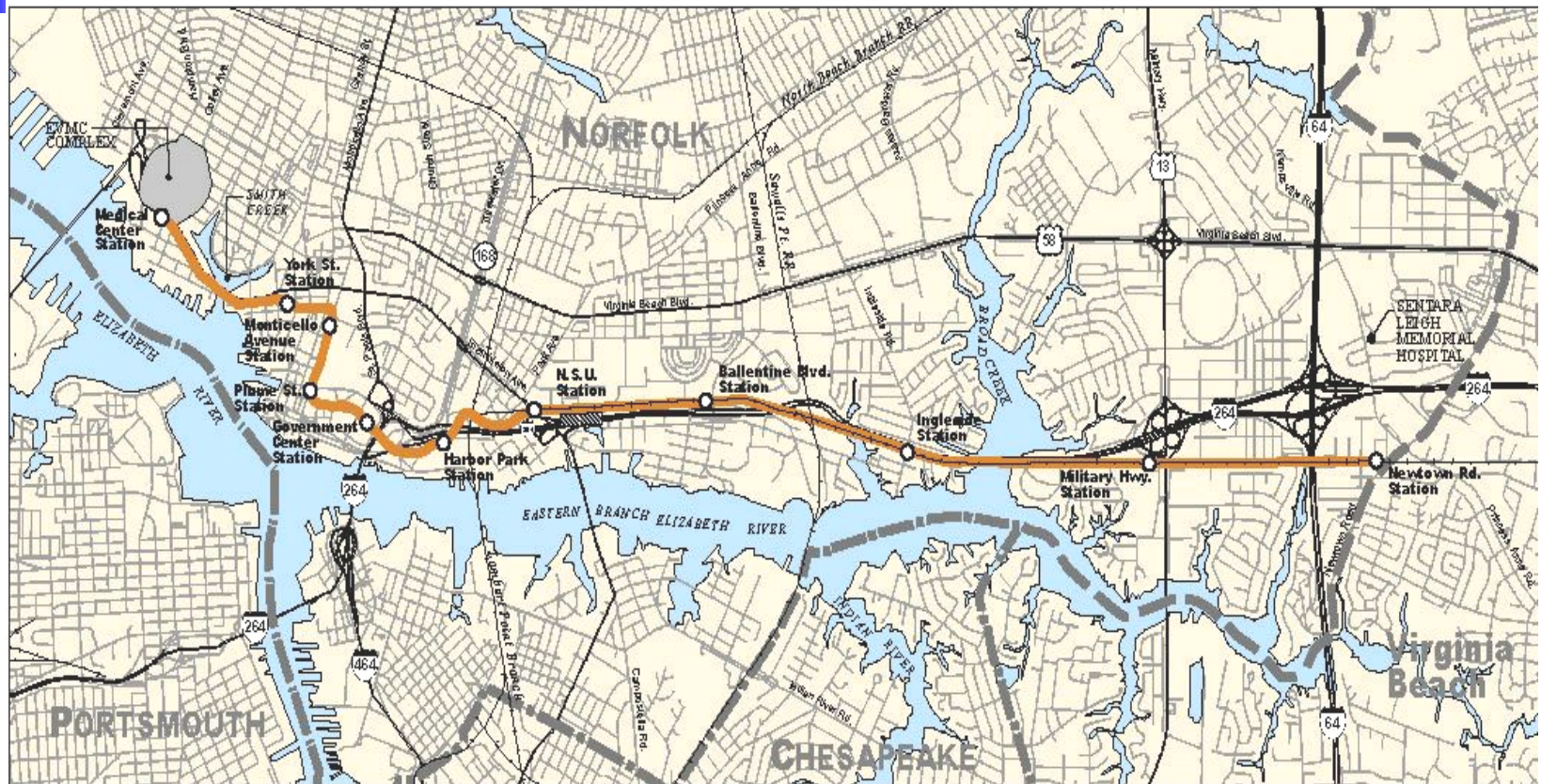
# History and Chronology of “The Tide”

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## Chronology of Major Activities (Con't)

- October 13, 2005 - “The Tide” receives favorable rating of “**Medium**” from Federal Transit Administration (FTA)
- November 8, 2005 - HRT submits request to enter Final Design
- April 26, 2006 - Record of Decision (environmental clearance) issued by FTA
- July 20, 2006 – FTA Administrator Sandy Bushue visits Norfolk
- September 23, 2006 - “The Tide” enters Final Design
- February 2007 - Full Funding Grant Agreement (FFGA) request sent to FTA
- July 15-16, 2007 – FTA Administrator James Simpson visits Norfolk
- July 28, 2007 - HRT’s governing board and Norfolk Council approves system name as “The Tide”
- August 1, 2007 - FFGA sent to Congress for final 60-day review
- October 1, 2007 – Official Signing of FFGA-Norfolk, VA
- December 8, 2007 – Groundbreaking Ceremony at Harbor Park

# “The Tide” Light Rail Route





# Station Locations

## (station attractions and businesses)

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- Eastern Virginia Medical Center Complex (Fort Norfolk, Sentara Norfolk General, CHKD, Public Health)
- York Street Station (YMCA facility)
- Monticello Avenue (Scope, Chrysler Hall, TCC-Norfolk campus, restaurants on Granby Street)
- Plume Street (MacArthur Center, MacArthur Memorial, TCC-Norfolk campus, restaurants on Granby Street, business district)
- Government Center (City Hall Complex, courts buildings)
- Harbor Park (Harbor Park baseball stadium) will include park & ride location
- Norfolk State University (West end of campus) elevated station
- Ballentine Avenue (East end of NSU, Middletown Arch, Stonebridge Crossing)
- Ingleside (only neighborhood walk up station)
- Military Highway (Elizabeth Park, Corporate Business Park, Military Highway businesses) will include park & ride location
- Newtown Road (Interstate Business Park, Sentara Leigh, end of alignment) will include park & ride location



# System Characteristics

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- Light Rail Starter Line
  - 7.4 mile corridor with 11 stations
  - \$232.1 million capital cost
  - 9 low-floor Americans with Disabilities Act compliant vehicles
- Vehicles run mostly at-grade (street level)
  - Downtown street running
  - Norfolk Southern former freight rail corridor east of downtown
- Schedule of operation:
  - 7 days per week from 6:00 am to midnight
- Nearly 4.5M annual passengers
- Service is projected to begin in January 2010
- Upgraded feeder bus system



# Station Characteristics

- Simple Stations
  - Canopy
  - Ticket vending machine
  - Station signs
  - Lighting
  - Level Boarding
  - Wind screens
  - Benches
- Working with Urban Design Associates





# Station Security

Security force to patrol vehicles and stations

Well lit platforms and parking lots

Closed circuit TV on vehicles





# Project Capital Costs and Funding Partners

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<u>Source</u>	<u>Percentage</u>	<u>Amounts (\$M)</u>
Federal New Starts	55%	127.9
Other Federal Monies	0%	1.0
Federal STP	15%	38.3
Commonwealth	15%	31.9
City of Norfolk	15%	33.0
<b>Total</b>	<b>100%</b>	<b>\$232,100,000.</b>

# Impacts of Light Rail: Economic Development

Light rail is a catalyst which promotes continued economic development in Norfolk:

Links major developments along the light rail route – employment centers, hospitals, colleges, and shopping centers

Provides an alternative mode of access and circulation within the City

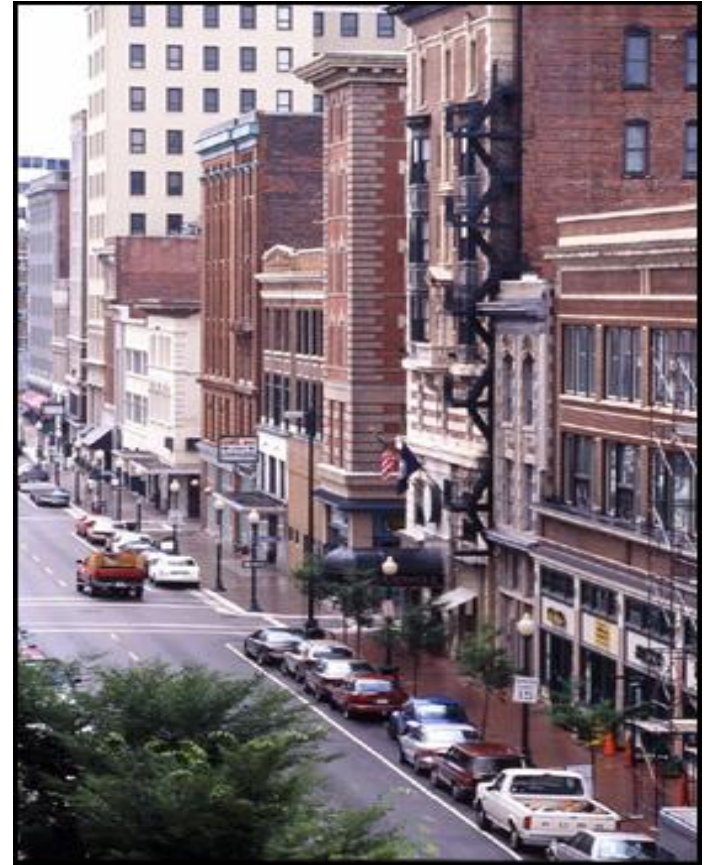


# Impacts of Light Rail: Transit Oriented Development

Multi-use developments that include housing, shopping, restaurant and offices around transit stations

Light rail tends to anchor medium to high density mixed use development within  $\frac{1}{4}$  mile radius of commercial areas

Estimated by 2030 the number of households nationally near transit stations will rise to 16 million, from 6 million today





# Impacts of Light Rail: Transit Oriented Development

Experience shows that for every dollar of public sector investment in transit, there is a private sector return of 3-5 times – equates to \$700M-\$1B in private investment for “The Tide”

1997-2001 - office properties near Dallas light rail stations increased in value 53% more than comparable properties not served by light rail





# Proposed Construction Timeline

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- 2008
  - Utility relocations begin
  - Major Construction and track contracts begin
- 2009
  - Light Rail car delivery begins
  - Most construction work completed
  - Testing of system
- 2010
  - Start up of revenue service







# Construction – January/February 2008

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- Bryant Contracting was awarded the first construction contract in December 2008
- Construction is currently underway near Harbor Park and includes the building of an elevated bridge structure from the north side of Harbor Park to Norfolk State University

# Construction Progress



Test Pile Driving

# Construction Progress



Clearing of land near Interstate 264



# Construction Progress



Construction Behind Norfolk State University

# Construction Progress



Temporary Walkway located at Holt Street





# Construction Progress

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- Two more contracts were awarded in January 2008 for the following:
  - Contract awarded to Skanska-USA for building of bridge structures over an active freight line, and waterways to include Broad Creek and Moseley Creek
  - Contract awarded to Higgerson-Buchanan for wetlands mitigation.





- Questions