

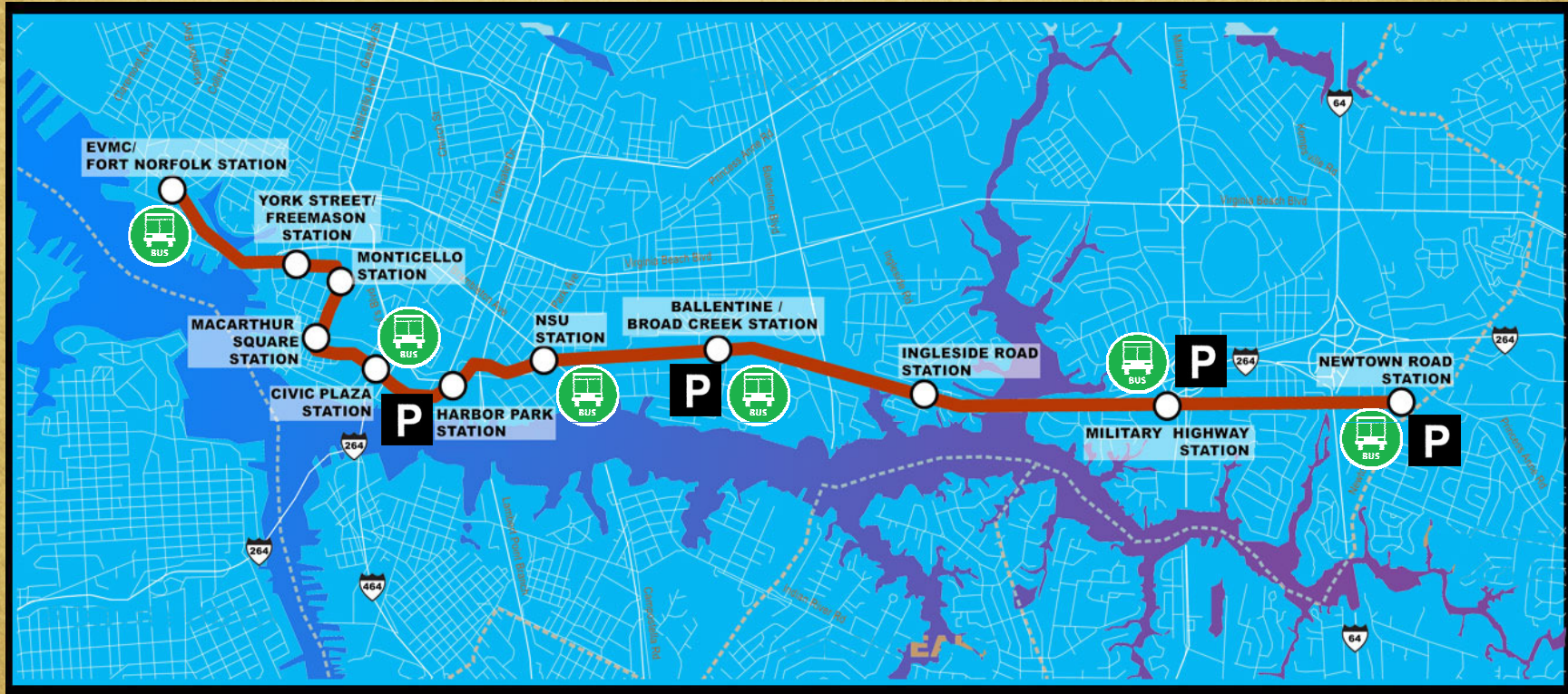


# Update on Light Rail

**William E. Harrell, President and CEO  
Hampton Roads Transit  
Commonwealth Transportation Board  
October 17, 2012**



# The Tide alignment – 7.4 mile starter line



18 feeder bus routes (58,000 hours of expanded bus service)



FREE park-and-ride lot



HAMPTON ROADS TRANSIT



\$338 Million Total Budget  
\$318.5 Million Final Cost (\$43 million per mile)



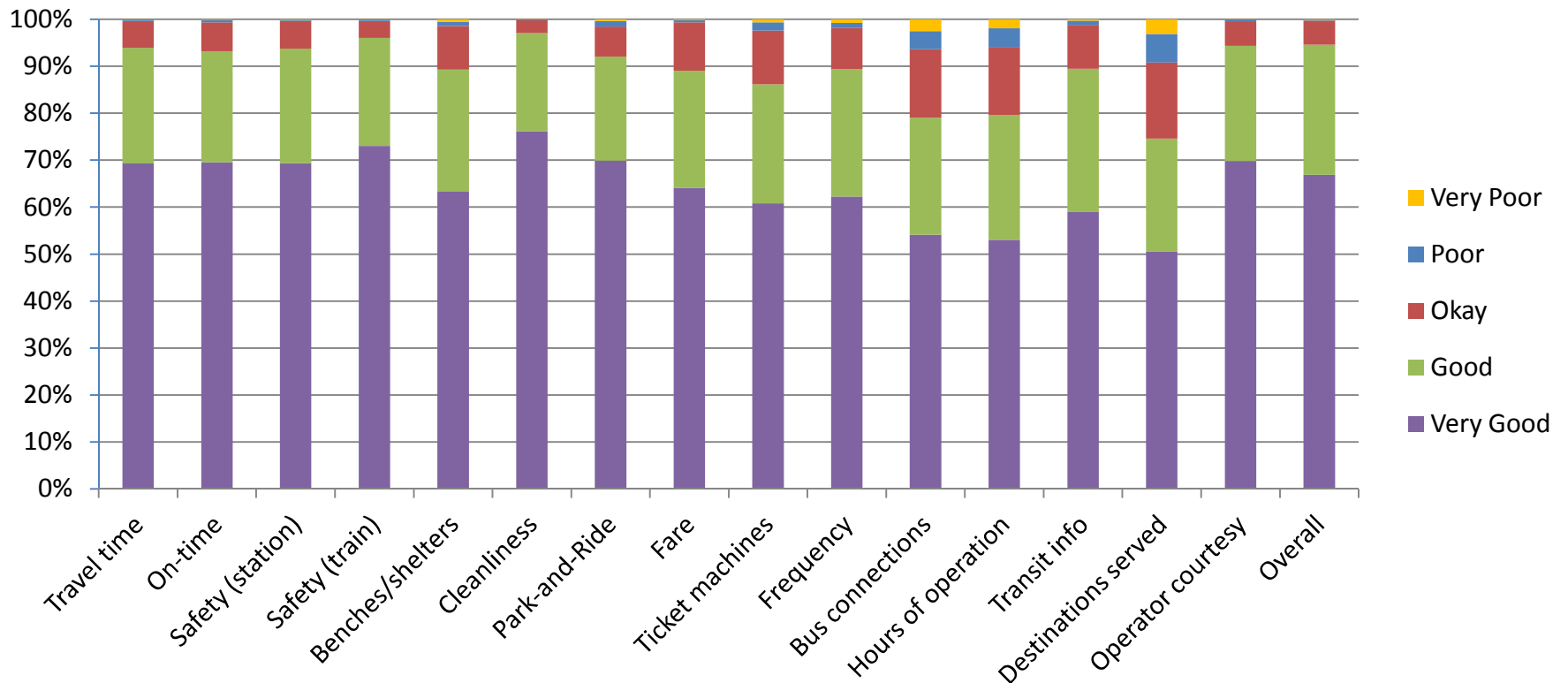
**Forecast 2,900 Avg. Weekday Riders**

**5,146 Avg. Weekday Riders**

**1.5 million riders in first year of operations**

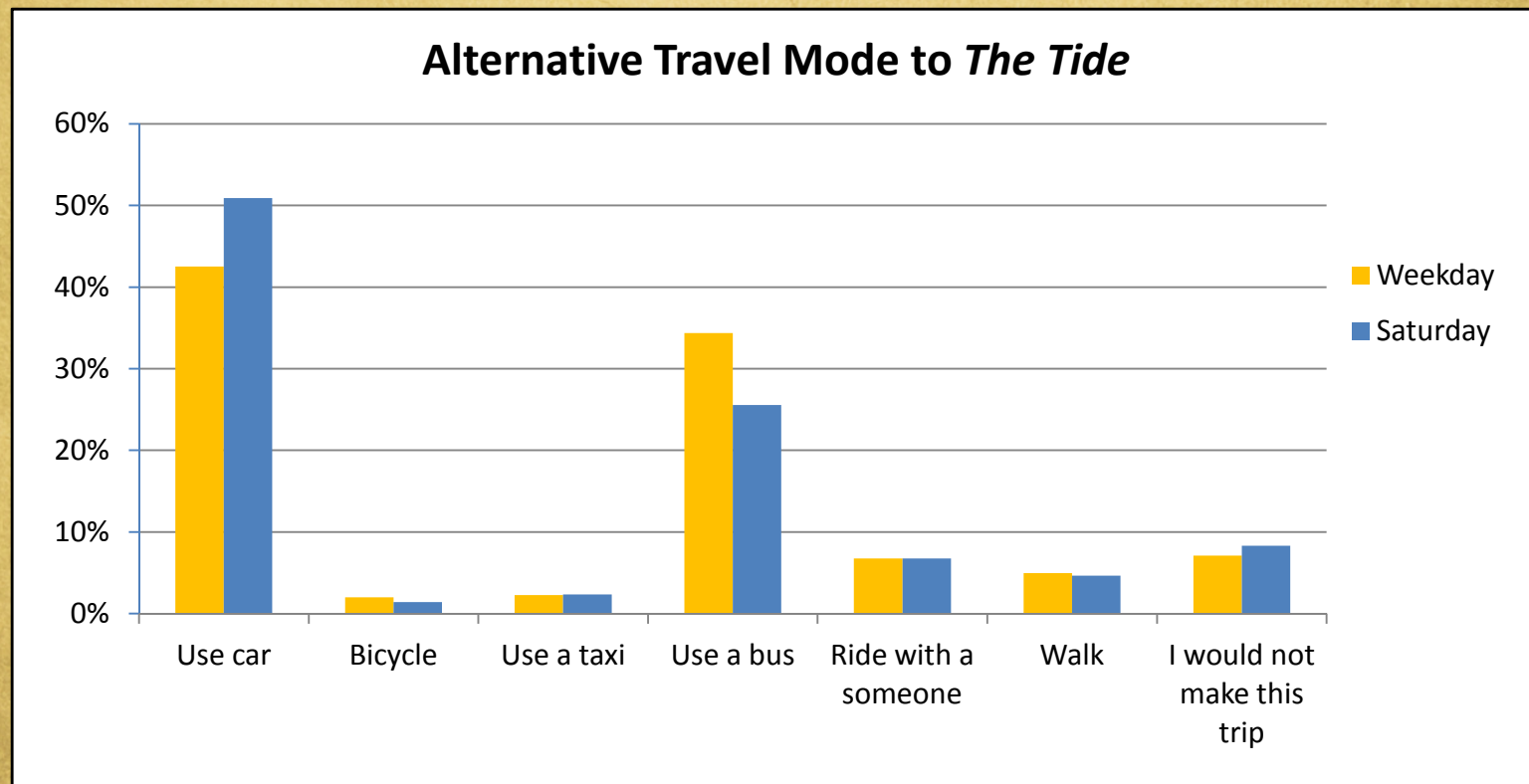
- **95% of Riders give HRT an Overall Rating of Good / Very Good.**
- **The most notable “very poor” ratings are concentrated under “destinations served”, “hours of operation”, and “bus connections”.**

**Tide: Overall Total Service Attributes**

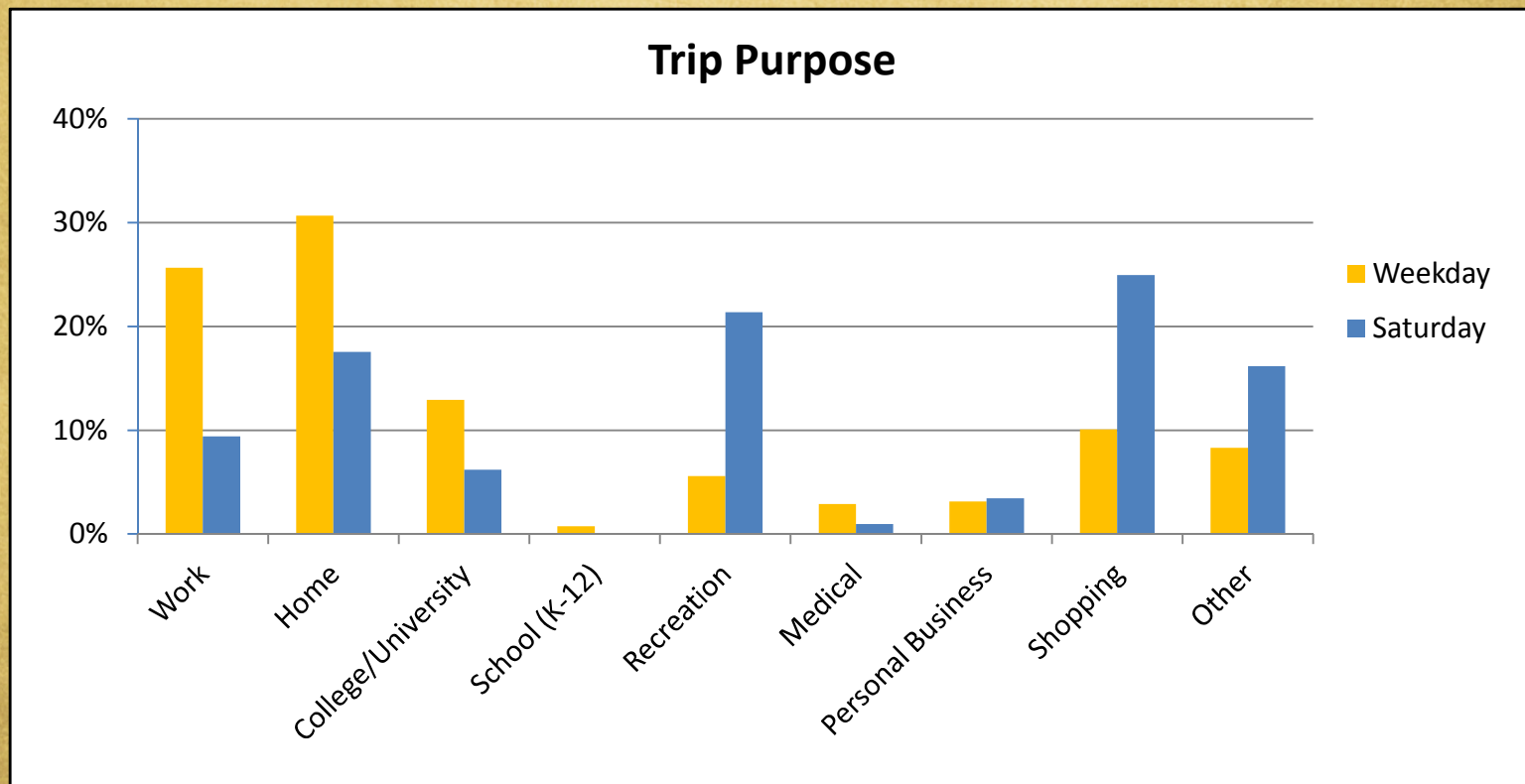


April 2012 survey, N = 3,046, 22% of riders

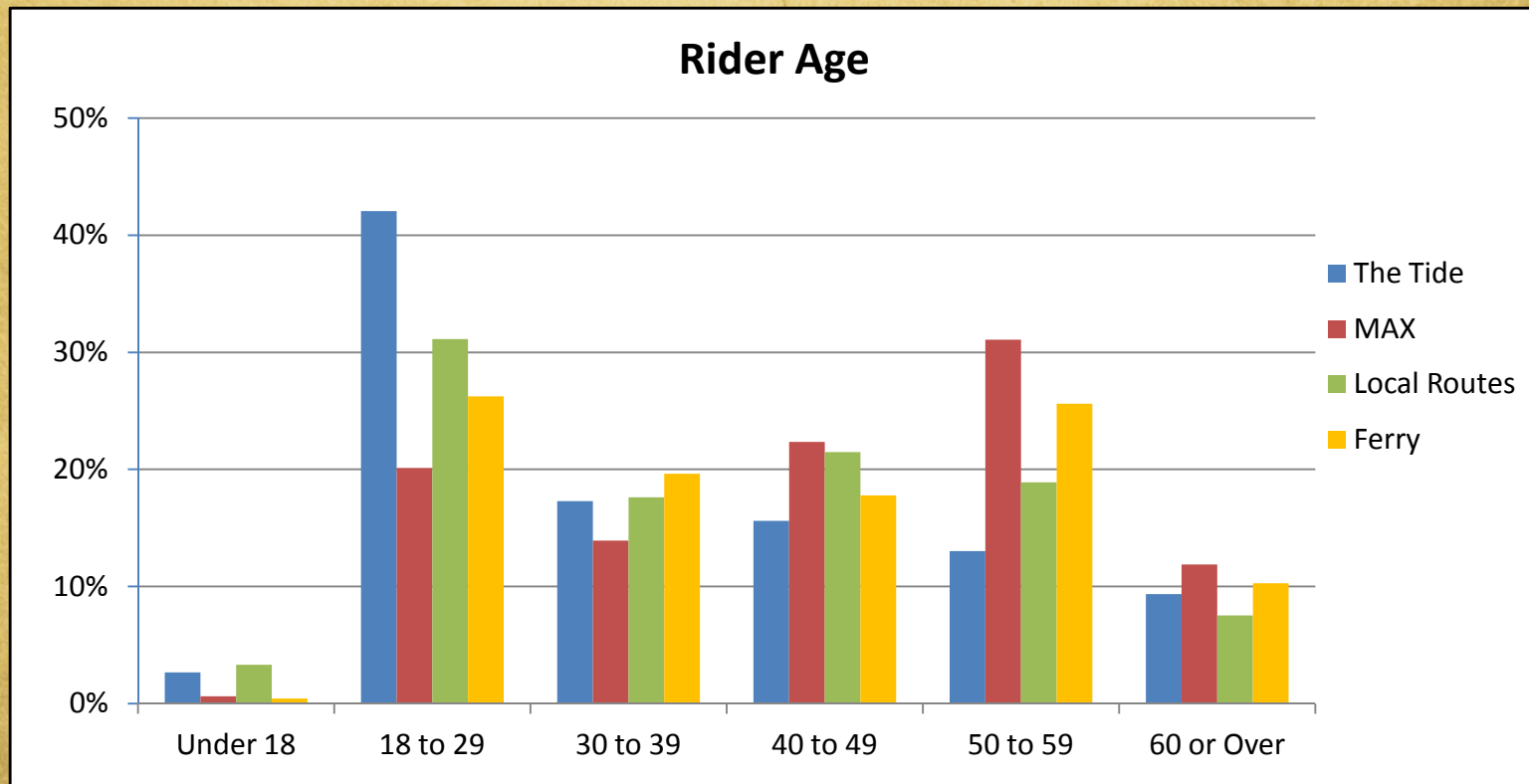
- If no Tide service was available, a large proportion of passengers would make the trip using their own vehicle or a bus.



- Weekday riders are mostly going home or to work.
- Saturday riders are mostly going shopping or to recreational destinations.

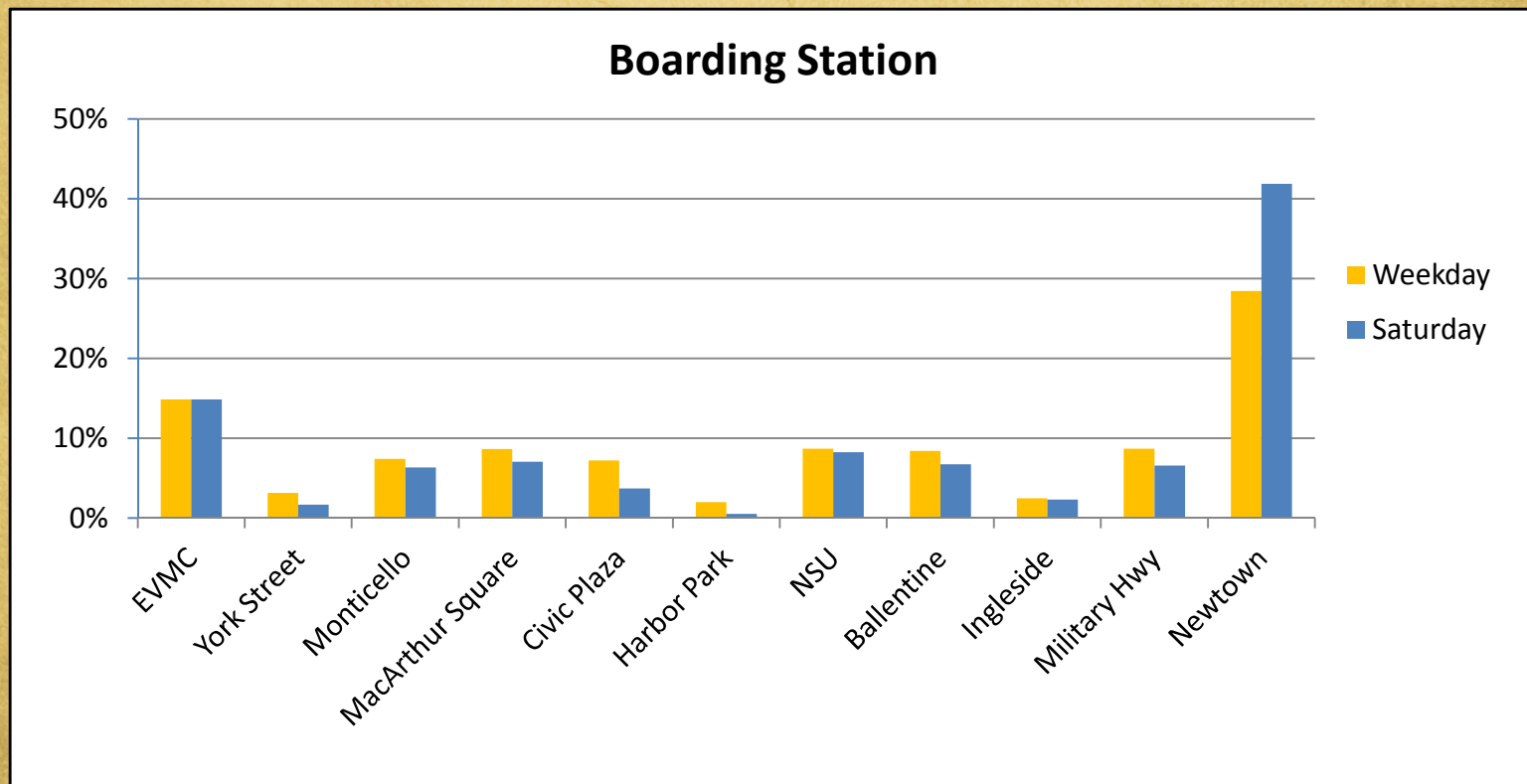


- Compared to other HRT service, The Tide attracts a high percentage of young riders, especially 18 to 29 year olds.

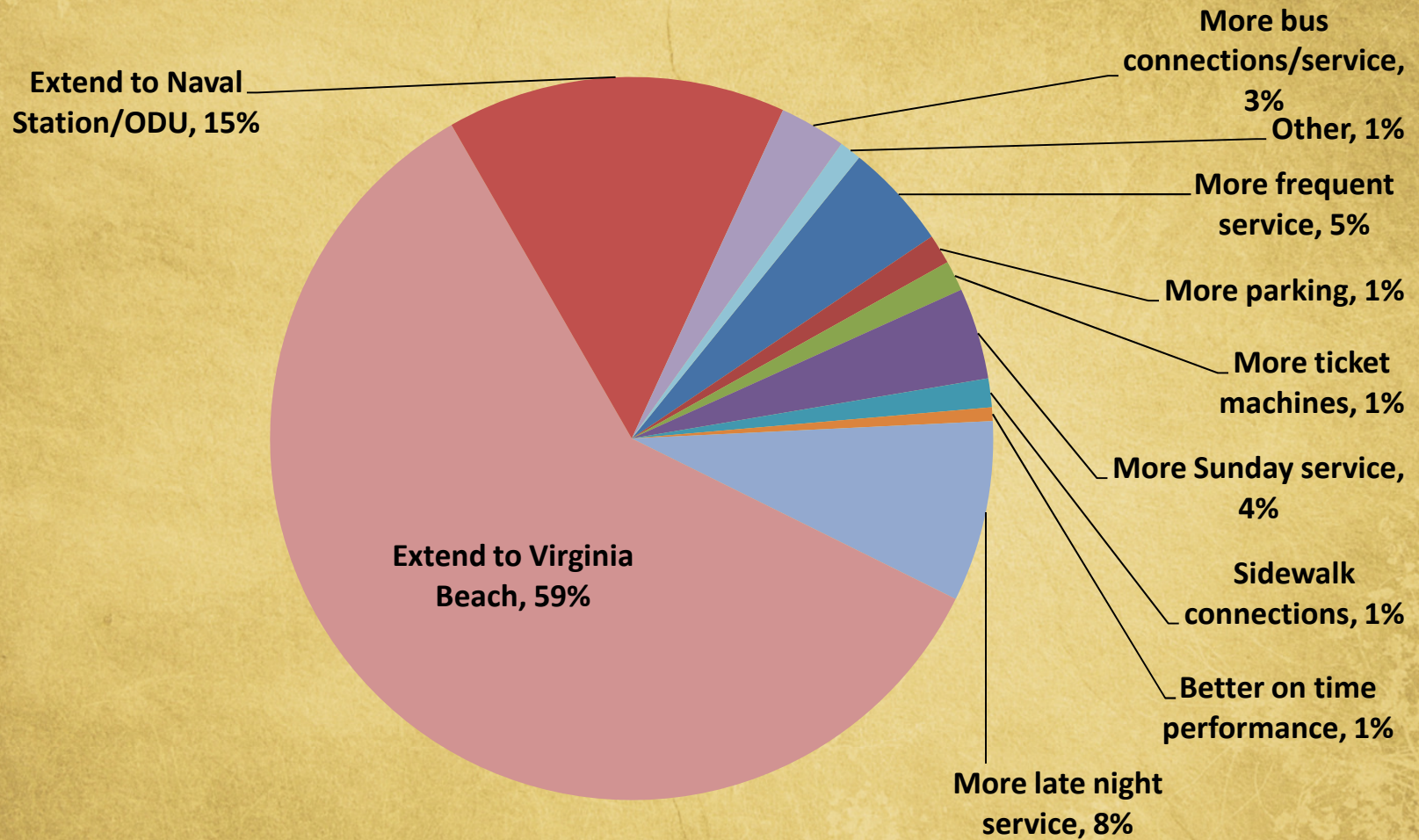




- **Newtown Road Station, at the Norfolk/Virginia Beach border, has the highest percentage of boardings among all 11 stations.**



# The Tide Most Needed Improvement:



HAMPTON ROADS TRANSIT

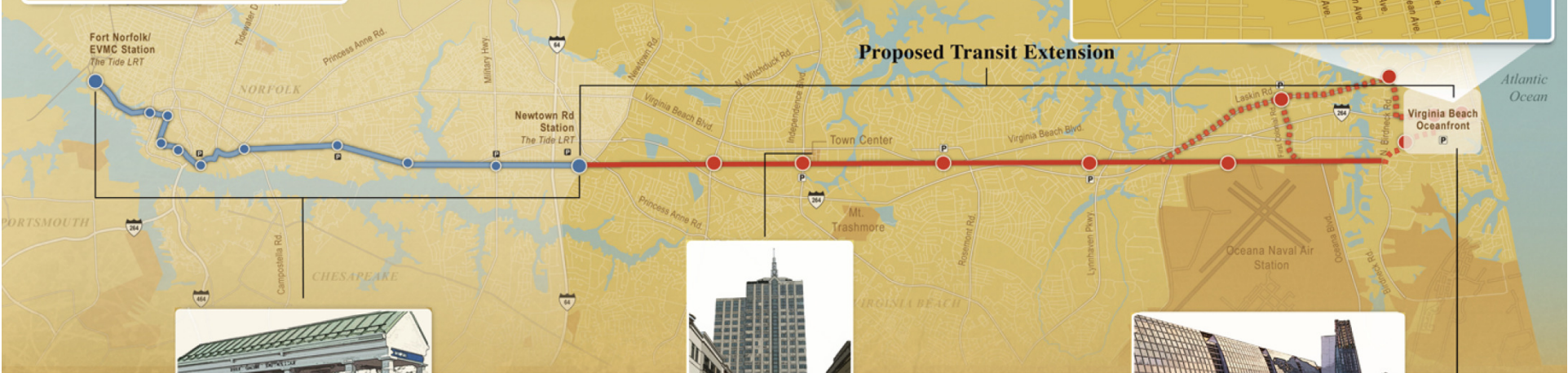
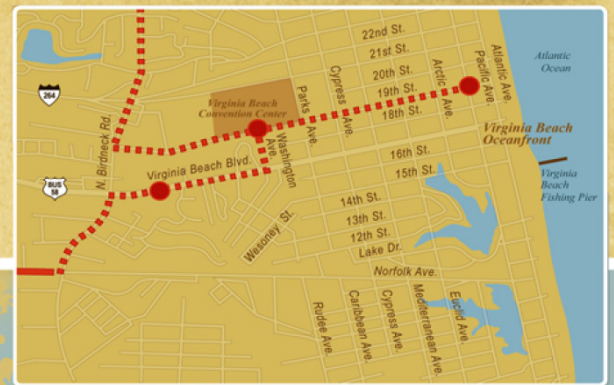
# The Virginia Beach Transit Extension Study



**Legend**

- █ Former NSRR Property
- Proposed Stations
- ▬▬▬▬ Fixed Guideway Alternative Alignments
- P Proposed Park And Rides
- ▬ The Tide LRT
- The Tide LRT End Stations
- P The Tide Park And Rides
- Roads

N



# VBTES Schedule







	2011				2012				2013				2014			
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
AA/SDEIS (2009) Alternatives Analysis / Supplemental Draft Environmental Impact Statement																
Hold on AA/SDEIS																
Collect Tide Ridership																
Ridership Model Improvements																
Assessment of Laskin Road Alignments																
AA/SDEIS (Continued) Alternatives Analysis / Supplemental Draft Environmental Impact Statement																
AA/SDEIS Reviewed by FTA																
AA/SDEIS Completed/ Public Hearings																
LPA Vote by City Council Locally Preferred Alternative																
LPA Submitted to the TPO Transportation Planning Organization																
New Starts Application to FTA																

## Future Milestones

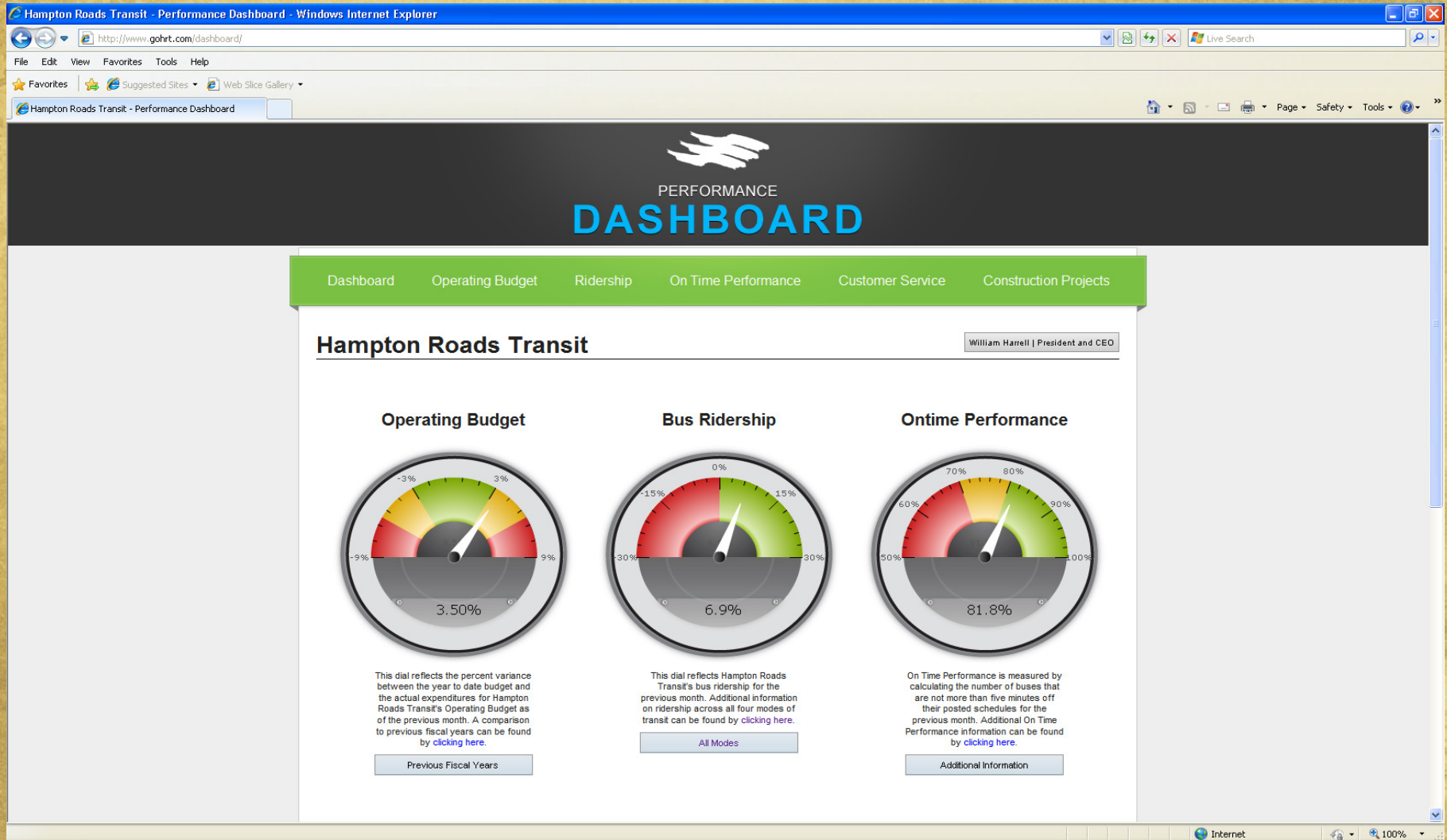
- FTA approval for Project Development, Supplemental Final Environmental Impact Statement, and Record of Decision
- FTA approval to enter Engineering
- FTA approval of Full Funding Grant Agreement and Construction
- Start of Service Projected for 2020

# VBTES Construction Costs\*

3.2 miles		Newtown to Town Center	LRT – \$254 M* BRT – \$TBD
6.9 miles		Newtown to Lynnhaven	LRT – \$451 M* BRT – \$TBD
12.1 miles		Newtown to Oceanfront	LRT – \$807 M* BRT – \$450 M*
12.5 miles		Newtown to Oceanfront (on Laskin Rd. & Birdneck)	LRT – \$TBD BRT – \$TBD
12.8 miles		Newtown to Oceanfront (on Laskin Rd. & First Colonial)	LRT – \$TBD BRT – \$TBD

\*This information is based on 2% project design and shown in 2011 dollars that were calculated in 2010. These costs will change based on updated data as the VBTES progresses.

# Maximizing Returns on Investments



# Maximizing Returns on Investments

## 2011 Service Efficiency Study

Examined entire system in terms of ridership generated per hour of service by route and at the trip level.

### Plan =

- Avoid fare increases.
- Prune \$4.2 M in inefficient service.
- Reinvest \$2.2 M in top performing routes.
- Achieve \$2 M of savings back to cities.
- Achieve net increase in ridership.

### Results =

- January 2012 cut \$4.0 M in inefficient trips / routes.
- \$1.0 M reinvested to provide some frequency improvements.
- 9.2% year-over-year increase in operating expenses meant most savings could not be reinvested, but were used to keep cities at FY12 funding levels.



HAMPTON ROADS TRANSIT

# Senate Joint Resolution 297

- HRT has participated in stakeholder meetings over past 18 mos.
- HRT believes it is important to achieve increased funding for transit as part of any SJR 297 reforms.
  - *Hampton Roads has no dedicated funding source today. With start of Virginia's first light rail system – now is logical time to implement dedicated funding.*
- HRT suggests that performance-based allocations should:
  - Ensure stability by capping the amount operating funding can decrease from one year to the next.
  - Reward all improvements. Within peer groups, agencies should not be punished in cases when year-over-year improvements are made based on specific performance metrics, but peer agencies happen to make even greater improvements.



On behalf of the 18 million riders each year on bus, ferry, light rail and paratransit services provided by Hampton Roads Transit - Thank You.

