

October 14, 2025

**Memorandum #2025-137**

**TO: Regional Transit Advisory Panel Members**

**BY: Pavithra Parthasarathi, Deputy Executive Director**

**RE: Regional Transit Advisory Panel Meeting Agenda – October 20, 2025**

The next meeting of the Regional Transit Advisory Panel (RTAP) has been scheduled for Monday, October 20, 2025, from Noon to 2:00 PM. Lunch will be provided. The agenda is attached. Discussion items will include the following:

- Williamsburg Area Transit Authority (WATA) Update
- Department of Rail and Public Transportation (DRPT)'s Update: Virginia Breeze-Tidewater Current Route Finalization
- Hampton Roads Transit (HRT) Unified Fare Systems Study
- Regional 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](https://www.hamptonroads.com/locations/723-Woodlake-Drive-Chesapeake-VA-23320).

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

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Attachments

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

**Monday, October 20, 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 June 16, 2025 are attached.

Attachment 4

**Recommended Action:** Approve the minutes.

**5. Williamsburg Area Transit Authority (WATA) Update**

WATA will provide updates on its current and future operations, including the success of mobile ticketing, record ridership, and upcoming service expansion. The briefing will also highlight the progress of the renovation and expansion of its Operations & Maintenance facility, as well as the new WATA North Transit Center, both of which are scheduled to open in FY27.

Mr. Matthew Scalia, WATA Executive Director, will brief RTAP on this item.

## **6. Department of Rail and Public Transportation (DRPT)'s Update: Virginia Breeze-Tidewater Current Route Finalization**

Efforts to finalize the proposed Virginia Breeze-Tidewater Current bus line, the Commonwealth's first east-west bus route between Harrisonburg and the Hampton Roads area, are currently progressing. DRPT's briefing to RTAP on this ongoing project will highlight the following:

### **Procurement and contract negotiation update**

- Provide an update on the status of ongoing negotiations with the finalist operator.
- Discuss the target timeline for awarding the contract to the chosen operator within the coming weeks.
- Address the critical next steps for securing optimal bus stop permissions and locations in Norfolk and Virginia Beach.
- Discuss the process of coordinating with local municipal partners, property owners, and other stakeholders to finalize stop locations.

### **Route preparation and launch planning**

- Review the overall readiness for launching the new east-west route connecting Harrisonburg and Virginia Beach.
- Outline the remaining tasks needed to prepare for a successful route launch, which is anticipated for Spring 2026.

Mr. Avery Daugherty, DRPT Statewide Programs Manager, will brief the RTAP on this item.

## **7. Hampton Roads Transit (HRT) Unified Fare Systems Study**

Arcadis Group will provide an update about the Hampton Roads Unified Fare Study project, which was introduced in June 2025. Involving representatives from Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), and Suffolk Transit, the project includes an assessment of existing fare structures, policies, and infrastructure across Hampton Roads, and identifies strategies for unifying fare systems regionwide to help make interagency trip-making easier and more seamless. Specifically, this update will provide details about the results of the project needs assessment, industry scan, and fare unification scenario identification and analysis.

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

## **8. Regional Legislative Priorities**

For the past ten years, the HRPDC and HRTPO have adopted a regional legislative agenda to convey to the General Assembly and the Federal Delegation issues of regional significance that should be addressed on behalf of Hampton Roads, prior to the start of the Virginia General Assembly session in January. The 2026 Regional Legislative Agenda (Attachment 8)

is currently scheduled for approval by the HRPDC and HRTPO Boards at their meetings scheduled for October 16, 2025 and includes providing adequate funding support for Hampton Roads' three transit systems as one of the transportation-related priorities.

Mr. Robert A. Crum, Jr., HRPDC/HRTPO Executive Director, and Ms. Noelle Pinkard, HRT's Organizational Advancement Officer, will lead a brief discussion with RTAP members about the 2026 General Assembly session and how to support transit-related initiatives effectively.

Attachment 8

## 9. Other Business

- **State of Transit: Sustaining the Future**

Tuesday, October 21, 2025, 8:30 AM – 11:00 AM, Hampton Roads Convention Center

A discussion to explore the critical role of public transportation in supporting a sustainable and economically vibrant future for the Hampton Roads region.

Attachment 9

- **Round the Room**

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  
June 16, 2025**

The meeting of the HRTPO Regional Transit Advisory Panel (RTAP) was called to order at 12:06 p.m. in the Regional Building Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**RTAP Members in Attendance:**

Mary Kate Andris	Dr. Claudean Kizart
Janice Taylor	Jim Wofford
Gilbert Bland	John Wiley
Sandra Brandt	Rick Dwyer
Ray Amoruso	Ben Goodill
Angela Effah-Amponsah	Brad Martin
Linda Peck	Peter Shaw
Jason Souders	Noelle Pinkard
Maria Ptakowski	

**HRTPO/HRPDC/HRTAC Staff:**

Robert A. Crum, Jr.	Matthew Harrington
Dale Stith	Quan McLaurin
Rob Cofield	Pavithra Parthasarathi
Jeff Raliski	Markay Hall
Joe Turner	Eric Walberg
Tho Tran	Sean Asbrand
Husain Alegimenlen	Jennifer Hodnett
Matt Klepeisz	Whitney Katchmark

**Others Recorded Attending:**

Captain Josh Appezato, Commander Mike Avallone, Tracy Black, Alan Budde, Andrew Damon, Steve Florian, Kindra Green, Rachael Johnson, Diane Kaufman, John Lauterbach, Jeannie Leonard, Nakia Madry-Smith, Andria McClellan, Todd Nichols, Andrew Pease, Angelique Shenk, Jo Ann Short, and Laura Chalk.

**Approval/Modification of Agenda**

The meeting agenda was approved 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 January 3, 2025, meeting were included in the Agenda packet distributed in advance of the session. The minutes were then unanimously approved.

## Climate Pollution Reduction Grant (CPRG)

Whitney Katchmark presented an overview of the Climate Pollution Reduction Grant (CPRG) planning process currently underway in the region. The federal Environmental Protection Agency (EPA) awarded this grant to the Hampton Roads Planning District Commission in June 2023 to support development of the first ever regionwide plan to reduce greenhouse gases in Hampton Roads.

Under the CPRG process, a Priority Climate Action Plan was developed in March 2024 in support of an implementation grant application, which ultimately was not selected for funding. Further updating and refinement of the Hampton Roads Climate Pollution Reduction plan has continued since that time and currently includes a public survey (<https://www.hrpdcva.gov/1270/Climate-Action-Survey>). The assistance of RTAP members in promoting the survey was requested.

The updated regional plan is due to be submitted to EPA by December 1, 2025. It will include recommendations across six sectors: Energy, Buildings, Industry, Solid Waste and Wastewater, Agriculture and Natural Lands, and Transportation.

Ms. Katchmark highlighted that the primary transportation recommendations focus on: (1) Increasing Zero Emission Vehicles (ZEV) adoption in government and school fleets through information sharing, fleet assessments, and procurement processes, (2) Expanding Electric Vehicle (EV) charging Infrastructure, and (3) Reducing Vehicle Miles Traveled (VMT) in the region through improvements to public transit, enhancing infrastructure for active transportation, and updating zoning and land use codes to foster more compact development patterns.

The discussion among RTAP members identified that Dominion Energy could potentially be an important partner for expanding EV charging infrastructure across the Hampton Roads region. In addition, federal agencies and military partners are also seen as important players that need to be included as part of the development of an effective regional approach to reducing regional greenhouse gas emissions. WATA staff further stated that the agency currently has ZEV feasibility studies underway and will share results with group as the effort advances, since it is strongly believed that case studies and first implementor experiences will be important in gaining wider acceptance and adoption of ZEV technologies.

Young professionals and students were also identified as key groups to engage with during the CRPG process, particularly around the issues of transit expansion and improvement, active transportation enhancements, and land use updates. It was stated that walkability and connectivity issues are important factors in attracting and retaining young talent to an area. It was noted that these groups can also serve as supportive advocates for the development of accessible communities and active transportation improvements which can sometimes face opposition, especially during the early phases of implementation of a partial or limited network. It was noted that the experience of the Elizabeth River Trail in Norfolk, which recorded more than 600,000 users last year, clearly shows that, with sufficient time, support and funding, such facilities can become valued parts of the community.

In response to questions, Ms. Katchmark acknowledged the general uncertainty around the future of the CPRG program at this time, given the recent change in administrations in Washington and potential reductions to federal funding for climate programs. It was noted that even if the current CPRG program does not continue that there are still benefits to having a comprehensive plan for carbon reduction in Hampton Roads completed and approved in order to be ready for any new opportunities that may be created in the future.

## **HRT 757 Express**

Ray Amoruso provided an update on the 757 Express Bus network Hampton Roads Transit (HRT) is currently implementing across the six cities in its system. The 757 Express system consists of a combination of 13 regional backbone routes providing frequent, all day service along major corridors and also other limited/express services serving key destinations and employment centers during specific times. Full implementation of the program will eventually result in over 2.4 million additional revenue miles of bus service annually.

The 757 Express system is funded by the Hampton Roads Regional Transit Fund (HRRTF) which was created by the Virginia General Assembly in 2020. The HRRTF supports both capital and operating expenses of the bus system as well as expansion projects and State of Good Repair efforts. To date, the fund has supported the purchase of 48 new buses, major technology enhancements including real time trip planning and mobile ticketing, and improvement of almost 400 bus stops with new shelters, benches, and other passenger amenities.

To date, three of the 13 backbone routes have been implemented and each has recorded monthly ridership gains of between 34% to 70%. The greatest challenge to further expansion of the 757 Express system at this time is bus driver availability. Mr. Amoruso stated that HRT is chronically short 40-50 operators, which limits how quickly further expansions of the backbone network can be implemented. For example, expanded Route 15 (Military Highway) service was originally scheduled to start in October 2025 but is now being delayed until May 2026. Similarly, the proposal to start transit service to Norfolk International Airport by extending Route 9 (Sewells Point) was planned to begin in October, but since it needs six additional drivers to operate, implementation may now be delayed.

Quality of life issues and not just salary levels are reported to be primary factors hindering the attraction and retention of new bus drivers. Under HRT's union contract with drivers, new hires have the last pick of routes to drive and also are first selected for mandatory overtime when needed, often resulting in very irregular hours and schedules. HRT's System Optimization Plan study is looking at options to potentially pare back existing services in low ridership, less productive areas to help relieve pressure on the current shortage of drivers. While recognizing the criticality of the driver shortage issue, it was also requested that HRT review any such changes carefully with respect to the potential reduction in Americans with Disabilities Act (ADA) availability and coverage.

Mr. Amoruso concluded by highlighting that HRT's capital program is also presently advancing full replacements of the existing transit centers at Evelyn T Butts Avenue in Norfolk and Robert Hall Boulevard in Chesapeake and will also be developing an enhanced transfer point at the Virginia Beach Tidewater Community College campus. Most significantly, planning for the agency's new Zero Emissions Bus Maintenance facility in

Virginia Beach continues to advance. This \$130 million facility will have a capacity for 100 buses and 16 seasonal trolleys, charging infrastructure for electric buses, and create 125 new highly skilled jobs in Virginia Beach. It is scheduled to be completed in 2030.

### **HRT Unified Fare System Study**

Ray Amoruso noted that a recommendation of the Tourism and Hospitality Subcommittee of RTAP from several years ago was to develop a seamless fare collection and payment system across the three different transit properties in Hampton Roads to ease and facilitate travel to any part of the region for visitors and residents alike. Towards this end, HRT has recently contracted with the consulting firm Arcadis to conduct a study on the technical and operational challenges of creating such a system. Mr. Andrew Pease of the Arcadis team was then introduced and presented an overview of the upcoming unified fare system study for Hampton Roads.

Mr. Pease stated that the analysis is advancing on a quick timeline and is scheduled to be complete by December 2025. It is expected that alternative options will be available for review by mid-fall. The goal of the effort will be to develop alternatives for eliminating barriers for transit trip-making barriers across the region's three transit agencies. Related work will focus on options for unified fare structures, policies, media, and overall systems, that also maintain individual agency autonomy. Need assessments with each agency are being completed, and industry scans and peer reviews of other fare unification efforts are other key efforts of the analysis.

It was stated that the Unified Fare System Study effort will be presented to RTAP for discussion at Alternatives Development Stage. It is viewed that the RTAP will have an important role in advocating and advancing the final recommended system and fostering support and buy-in by decision-makers and the broader community at large.

### **Legislative Priorities**

Mr. Crum indicated that this topic would be deferred to a later meeting due to time constraints.

### **Other Business**

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

1. WATA staff reported that recent funding enhancements are facilitating several service enhancements and expansions.
2. Suffolk Transit reported that procurement challenges related to an Low Emission Vehicle (LEV) grant necessitated a scope change in vehicle specifications in order to move forward.
3. Senior Services noted that the agency will be starting an EV feasibility study in the near future.
4. The Future of Hampton Roads organization is researching the potential for hybrid electric maritime platforms.



5. Mr. Crum introduced Marcellus Nixon, Executive Director of the Southside Network Authority (SNA), and highlighted that the agency is presently moving forward with a 120-mile network buildout program across the region, which is projected to create significant new investment opportunities – detailed briefings on this topic will be scheduled for a future RTAP meeting.
6. The annual “Week without Driving” event is coming up at the end of September.

### **Adjournment**

There being no more business before the group, the meeting was adjourned at 2:09 p.m.

## Regional Legislative Agenda

### REGIONAL PRIORITIES

The following statements are recommended as Regional Legislative Priorities for the HRPDC and HRTPO. If approved, we will actively advocate to advance these items on behalf of the Hampton Roads region.

#### Transportation Funding

#### **Create a Primary and Secondary Road Fund for the Hampton Roads region that provides funding to advance critical and unfunded transportation projects**

- The Hampton Roads Transportation Accountability Commission (HRTAC) has used the Hampton Roads Transportation Fund (HRTF) to finance and construct a generational package of transportation improvements in Hampton Roads. The HRTF is funded by a regional sales and use tax and a regional gasoline tax. The regional sales and use tax is the primary funding source for the HRTF, and currently stands at 7/10 of a penny. With the pending completion of nearly \$6 billion of regional transportation improvements on the region's interstate network, now is the time to advance improvements to our region's local primary and secondary roads.
- We ask that the General Assembly create a Primary and Secondary Road Fund to advance transportation projects that are necessary to support/address economic development, the Port of Virginia, military/federal facilities, resiliency/flooding, public safety and other issues in Hampton Roads.
- We request that the General Assembly consider an increase in the regional sales and use tax to address these regional transportation funding needs (*per consensus at the July 2025 HRTPO Board meeting and August 2025 Regional Legislative Committee meeting*).
- The HRTPO has identified over \$3 billion in unfunded needs on our region's primary and secondary roads. These unfunded needs include a number of congested primary and secondary roads on both the Peninsula and Southside, including but not limited to Route 17, Victory Boulevard, the James River Bridge, Hampton Boulevard, Route 460, Independence Boulevard, Route 58, and other critical roadway segments.

### **State Funding for Planning District Commissions**

#### **Restore state funding to Planning District Commissions to the levels provided over two decades ago**

- The HRPDC serves as the hub for regional cooperation in Hampton Roads and provides services and promotes collaboration that results in cost savings and a tremendous return on investment for the region and the Commonwealth of Virginia.
- State funding for the Hampton Roads PDC has continuously decreased over the past two decades from just over \$366,000 in 2001 to \$190,943 in 2025.
- When the Peninsula and Southside PDCs were merged, the HRPDC was reduced to one PDC funding share from the State.
- We request that the General Assembly demonstrate support for regionalism in Virginia by restoring \$250,000 of funding to each PDC in Virginia.

### **Flooding**

#### **Provide adequate funding through the Community Flood Preparedness Fund (CFPF) to meet the flood preparedness and resilience needs of the Commonwealth**

- The Hampton Roads region has successfully accessed CFPF funding to assist with the costs of completing vulnerability assessments and develop action-oriented approaches to bolster flood preparedness and increase resilience in our communities.
- We request that the Commonwealth allocate a minimum of \$200 million per year to the CFPF to assist localities with their efforts to reduce the impacts of flooding.

#### **Develop a state funding program to provide the non-federal match for federal grants to support large-scale flood relief projects**

- Localities cannot afford the non-federal local match to unlock federal funding for flood mitigation projects. For example, the Army Corps of Engineers Coastal Storm Risk Management program provides 65% federal funding with a 35% non-federal match.
- In the case of Norfolk, a non-federal match of approximately \$900 million is needed to access the required federal funding. This challenge will also apply to several other local governments in our region.
- Since there is a significant return on investment and cost savings for the Commonwealth if our communities can access federal funding, we request that the state develop a funding program to contribute to the required non-federal share.

## **Trails**

### **Provide state funding to help support a regional biking and walking trail network in Hampton Roads**

- Our region has unanimously endorsed a regional trail network that, when completed, will provide over 250 miles of interconnected walking and biking trails, with portions of this system already developed.
- We ask that the General Assembly contribute funding to our regional trail backbone system, which includes the following trail segments:
  - Dismal Swamp Trail
  - Elizabeth River Trail
  - South Hampton Roads Trail
  - Trail757
  - Virginia Beach Trail
- The average cost of trail construction is between \$2 million and \$6 million per mile, depending on whether the trail is in a rural, suburban, or urban environment.
- Bike/walk trails have proven to be economic drivers for metropolitan areas across the country. Trail networks provide environmentally sustainable transportation options for all residents, promote a healthy and active lifestyle, and attract residents and visitors to our region. Community surveys demonstrate broad support for walking and biking trails in Hampton Roads.
- This regional network will brand Hampton Roads as the epicenter for walking and biking opportunities in the Mid-Atlantic region.

## **Emergency Response and Sheltering**

### **Provide State assistance to address regional emergency sheltering/mass care needs**

The Hampton Roads region and the entire Coastal Region of Virginia have the potential to be significantly impacted by storm and tidal events that may create a need for emergency response and sheltering. It is clear that planning and responding to these emergency events requires coordination at a scale larger than any one PDC region. Depending on the scale or location of a storm event, sheltering or other responses will need to be coordinated throughout Virginia and neighboring states.

We request the assistance of the Virginia General Assembly to address the following emergency sheltering needs at the State level:

- Improve Emergency Shelter Staffing
- Increase Regional Sheltering/Mass Care Capabilities

- Create a Statewide Shelter Registration System
- Strengthen Emergency Management Capabilities through the Virginia Department of Emergency Management (VDEM) by enhancing VDEM's financial independence (currently, only 20% of VDEM's budget is supported with State funding – 80% is provided by Federal grant monies)

## **Energy**

### **Support State policies and programs that provide for an “All of the Above” approach to energy development**

- Access to reliable, affordable, and increasingly clean energy is critical to the economic growth of Hampton Roads and the entire Commonwealth of Virginia. Energy demand within Dominion Energy's service territory, which includes eastern Virginia, including Hampton Roads, is forecast to increase by more than 5 percent annually over the next decade and double by 2040. Meeting this demand will require an “all of the above” approach that includes significant investments in new generation sources, an expanded and improved transmission and distribution grid, and continued focus on energy efficiency programs.
- To unlock economic development opportunities for the Hampton Roads economy, we must explore advancements in all available generation sources, including offshore wind, solar, advanced nuclear, natural gas, and energy storage.
- We support State policies and programs that encourage a diversified energy portfolio.

## **Water Quality**

### **Provide funding through the Water Quality Improvement Fund to support Chesapeake Bay Clean Up efforts in Hampton Roads**

- We request funding support through the Water Quality Improvement Fund (WQIF) to support the Hampton Roads Sanitation District (HRSD) in its efforts to meet nutrient reduction goals.
- HRSD is currently carrying the largest share of Virginia's Chesapeake Bay cleanup under the state-mandated 2021 Enhanced Nutrient Removal Certainty Program (ENRC). In the last twenty years, the Commonwealth has invested hundreds of millions from the WQIF in northern Virginia upgrades—now Hampton Roads is where the burden falls.
- Without sufficient appropriations in the State Budget, the shortfall will fall upon Hampton Roads ratepayers.
- HRSD's SWIFT program is under active construction to comply with the upcoming regulatory deadlines.

### **Transit Funding**

#### **Provide adequate funding support for Hampton Roads' three transit systems**

- Public transportation options contribute to the quality of life for Hampton Roads residents and are a key component of our region's goals for a multi-modal transportation system.
- We request that the General Assembly preserve and consider increased funding to support Hampton Roads Transit, Williamsburg Area Transit Authority, and Suffolk Transit.

### **Passenger Rail**

#### **Continue to support efforts that will produce faster and more reliable passenger rail service between Hampton Roads, Richmond, and the Northeast Corridor**

- Passenger rail ridership continues to grow within Hampton Roads, with over 950,000 riders using either the Norfolk or Newport News trains in the last year.
- With modern passenger rail stations in both Newport News and Norfolk, and significant increases in passenger rail ridership in Hampton Roads, now is the time to expand our current service and continue efforts to reduce travel time.
- We support projects that will reduce passenger rail travel time from the Norfolk and Newport News stations to the Richmond/I-95 corridor and Washington, DC.
- We also request that our region's current and planned passenger rail trains be maintained during the construction of the Long Bridge project in Northern Virginia.

### **Elizabeth River Crossings Toll Relief**

#### **Support continued efforts to mitigate the impact of tolls at the Downtown and Midtown Tunnels**

- We applaud the work of the Virginia General Assembly to continue to expand toll relief efforts at the Downtown and Midtown Tunnels.
- We support and encourage continued collaboration to explore all options to further reduce toll rates for our residents and businesses.

## **REGIONAL POSITION STATEMENTS**

The HRPDC/HRTPO will monitor the following Regional Position Statements during the General Assembly session and support and oppose proposed legislation as appropriate.

### **Housing**

We support State policy decisions that assist in providing housing opportunities and inventory for all Hampton Roads residents. We also support the continuation of funding for the Housing Trust Fund and extension, expansion, and improvement of the Housing Opportunity Tax Credit. The HRPDC is leading the preparation of our region's first housing assessment to identify housing gaps and needs and determine strategies to address our housing challenges. We request support for this regional housing assessment and the recommendations and strategies that will be produced by this effort.

### **Flood Sensors**

We encourage the State to continue to gather data on roadway flooding occurrences, including making investments in flood sensor networks to assist in predicting roadway flooding events.

### **Jefferson Lab**

We offer unanimous regional support for efforts to advance the Department of Energy's High Performance Data Facility at Jefferson Lab.

### **Protect Local Land Use Authority**

We support maintaining and expanding local authority to plan and regulate land use and oppose any legislation that weakens these key local responsibilities.

### **Reject Unfunded Mandates**

We ask that the General Assembly oppose any proposals that would impose new unfunded mandates and fiscal responsibilities on local governments, including tax exemptions that will have unintended consequences on the localities' operating budgets.

### **Economic Development Site Readiness**

We continue to support state funding programs and policies that assist local governments with preparing shovel-ready economic development sites.

### **Transportation Maintenance and Repair**

Costs for transportation system maintenance continue to rise with inflation. The Commonwealth should consider increased assistance to address these maintenance needs.

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# State of Transit

## Sustaining the Future

HOSTED BY



**Tuesday, October 21, 2025 • 8:30<sub>AM</sub> – 11:00<sub>AM</sub>**  
**Hampton Convention Center • Hampton, VA**

Join regional transit leaders, policymakers, and business stakeholders to explore the critical role of public transportation in supporting a sustainable and economically vibrant future for the Hampton Roads region. Be part of the conversation shaping the region's mobility strategy.



**Keynote address by:**

**Paul Skoutelas**

**President & CEO**

American Public Transportation  
Association (APTA)

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