

Amendments to the Hampton Roads 2030 Long-Range Transportation Plan

October 2010



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Amendments to the Hampton Roads
2030 Long-Range Transportation Plan

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ABSTRACT

The purpose of this document is to summarize the amendments to the Hampton Roads 2030 Long-Range Transportation Plan. The amendment process was completed in August 2010 with receipt of approval from the U.S. Department of Transportation.

Acknowledgements

This report was prepared by the Hampton Roads Transportation Planning Organization (HRTPO) in cooperation with the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), and all members of the Hampton Roads Transportation Planning Organization. The contents of this report reflect the views of the HRTPO. The HRTPO staff is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA or VDOT. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute the approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

AMENDMENTS TO THE 2030 LONG-RANGE TRANSPORTATION PLAN FOR HAMPTON ROADS

The region's 2030 Long-Range Transportation Plan (2030 LRTP) underwent an amendment process starting with HRTPO Board action to amend the Plan at its December 16, 2009 meeting. The required air quality conformity process was approved by the U.S. Department of Transportation on August 30, 2010 (see Appendix for a copy of the approval letter). The Plan was amended for the purpose of removing Hampton Roads Transportation Authority (HRTA) funds as an assumed funding source, adding projects so they could qualify for Stimulus funds and Federal Transit Administration grant funds and reflect the latest information on project progress.

The net impact of these amendments is a decrease of \$6.1 billion in the 2030 LRTP, plus the cost of the Virginia Beach Transit Extension project (which is to be determined at the conclusion of its current AA/SDEIS¹ process). This reduces the total of the 2030 LRTP individually-listed projects² from \$11.9 billion to \$5.8 billion plus the Virginia Beach Transit Extension project cost, a decrease of 51% plus the cost of the Virginia Beach Transit Extension project. HRTA funds are no longer assumed as a funding source in the 2030 LRTP with these amendments.

SUMMARY OF AMENDMENTS

- **Projects to be included for construction:**
 - Midtown Tunnel / MLK Freeway extension
 - I-564 Intermodal Connector
 - Dominion Blvd.
 - Lesner Bridge
 - Virginia Beach Transit Extension
 - Turnpike Rd. in Portsmouth
 - High-Speed and Intercity Passenger Rail: South Hampton Roads conventional rail service

- **Projects to be included for Preliminary Engineering ("PE"):**
 - I-64 widening Peninsula
 - Southeastern Parkway and Greenbelt
 - U.S. Route 460
 - Hampton Roads Third Crossing: Widen I-664
 - Naval Station Norfolk Transit Extension
 - U.S. Route 58 (Holland Rd) widening in Suffolk

- **Remove Interstate 64 widening on the Southside**
 - Widening from 4 lanes to 6 lanes between I-464 and Bowers Hill, including the High Rise Bridge

¹ AA is Alternatives Analysis; SDEIS is Supplemental Draft Environmental Impact Statement

² The 2030 LRTP also includes operations/maintenance/administration (\$10.7 billion) and minor projects (\$1.1 billion) as groups.

Construction Projects Added to the Plan:

- **Lesner Bridge in Virginia Beach** (east end of bridge to west end of bridge)
 - Description: Project is a bridge replacement. The new bridge will be wide enough to accommodate 6 lanes of traffic, though it will be striped as 4 lanes until approaching roads are 6 lanes in width.
 - Project Cost and Funding: Project cost is \$90 million total (\$10 million previously appropriated by the city). This project is expected to be funded by a total of \$18 million in local (Virginia Beach) funds and successful application for \$72 million in Federal Stimulus fund programs. At its June 2, 2010 meeting, the HRTPO Transportation Technical Advisory Committee (TTAC) approved this project for HRTPO Board endorsement as one of the regional applicants for TIGER II. Virginia Beach city staff has indicated that a Finding of No Significant Impact (FONSI) cannot be issued by FHWA for a submitted Environmental Assessment until the project is in the Long-Range Transportation Plan. City staff have indicated that the project could get to construction within 90 days.

- **Interstate 564 Intermodal Connector in Norfolk** (I-564 to west of Hampton Blvd.)
 - UPC #: 18968
 - Description: Construction of a new 4 lane limited access highway between I-564 and Norfolk Naval Base and N.I.T.
 - Project Cost and Funding: Project cost is \$170 million (\$67 million previously allocated). The remaining project cost will be funded by \$99 million in Interstate / NHS funds, \$1 million in SAFETEA earmarks, and \$3 million in State funds, per the current VDOT FY09-FY15 Six Year Improvement Program.

- **Virginia Beach Transit Extension** (Newtown Rd. to Oceanfront)
 - Description: Creation of a new fixed-guideway transit service.
 - Project Cost and Funding: This project is currently undergoing an Alternatives Analysis and Supplemental Draft Environmental Impact Statement. Costs are to be determined at the completion of these studies. This project is expected to be funded through Federal Transit Administration grants. Per advisement of FTA staff, the project cost will be incorporated in the amended 2030 LRTP when the project cost is available; see “Appendix” section for a summary of advisement to HRTPO staff from FTA.

- **Dominion Boulevard in Chesapeake** (Cedar Rd. to I-64/I-464 interchange)
 - UPC #'s: 56187, 84354
 - Description: Roadway widening of Dominion Blvd. from 2 lanes to 4 lanes between Cedar Rd and I-64, including replacement of the existing 2-lane Steel Bridge with a fixed-span, high-rise bridge.
 - Project Cost and Funding: \$435 million (\$33 million previously allocated). The project is expected to be funded via tolls on the improved Dominion Blvd. and tolls already being collected on the Chesapeake Expressway.

- **Midtown Tunnel / MLK Freeway Extension in Norfolk and Portsmouth**
 - UPC #'s: 95149, 77245, 76642
 - Description: Expanding the capacity of the Midtown Tunnel to 4 lanes. Extending the MLK Freeway to I-264.
 - Project Cost and Funding: A private proposal under Virginia’s Public-Private Transportation Act is currently under active development and review. The project is expected to cost approximately \$1.3 billion. The project is expected to be funded primarily with tolls and discussions are ongoing with a private partner as to an acceptable toll level.

- **Turnpike Road** (Portsmouth Blvd to Constitution Ave)
 - UPC #'s: 65655, 3950
 - Description: Widen road to 4 through lanes.
 - Project Cost and Funding: Project is expected to cost \$26 million. The project was recently allocated \$2.5 million in RSTP funds through the HRTPO RSTP selection process; the remainder of the project cost was previously allocated (prior to FY10).

- **High Speed and Intercity Passenger Rail** (Richmond to Hampton Roads)
 - Description: Added to the 2030 LRTP for the addition of conventional rail service between Norfolk and Richmond. Frequency is expected to be one train per day.
 - Project Cost and Funding: \$93 million in Rail Enhancement funds.

Projects Added for Preliminary Engineering (“PE”)

“PE” stands for preliminary engineering. In this phase, a preliminary field survey, utility location, environmental/historical studies, road design alternatives, drawings, final field inspections, and public hearings are done.

- **Naval Station Norfolk Transit Extension in Norfolk** (Newtown Rd. to Norfolk Naval Station)
 - Description: Added to 2030 LRTP as Preliminary Engineering (PE) only project. Project is evaluating fixed-guideway service between the LRT service currently being constructed in Norfolk and the Naval Station Norfolk.
 - Funding: PE work is expected to be funded by \$12 million in future Regional STP funds.

- **Route 58 (Holland Rd) in Suffolk** (Route 58 Bypass to 0.9 miles west of Manning Bridge Rd)
 - Description: Added to 2030 LRTP as Preliminary Engineering (PE) only project. Project is evaluating a widening of Holland Road to 6 lanes.
 - Project Cost and Funding: PE work is expected to cost \$4 million and be funded by the developer of an adjacent distribution center.

- **Interstate 64 widening on Peninsula** (Jefferson Ave Exit 255 to Route 199 Exit 242)
 - UPC #'s: 57313, 57580
 - Description: Added to 2030 LRTP as Preliminary Engineering (PE) only project. Project is evaluating a widening of I-64 to 6 conventional plus 2 HOV lanes.
 - Project Cost and Funding: Complete PE work is expected to cost \$64 million. \$4 million was previously allocated and the expected source of the remaining \$60 million is NHS.

- **Southeastern Parkway and Greenbelt** (I-264 near Oceana Blvd. to I-64 at I-464)
 - UPC #'s: 16556, 64058
 - Description: Added to 2030 LRTP as Preliminary Engineering (PE) only project. Project is evaluating the construction of a new limited access highway.
 - Project Cost and Funding: Complete PE work is expected to cost \$77 million. Allocations total \$10 million from TEA21, Urban, and RSTP funds. The remaining \$67 million is expected to be funded from a public-private partnership. It is expected that a public-private partnership would need to be formed to cover the remaining \$67 million to complete PE.

- **U.S. Route 460** (Bowers Hill to Southampton Co.)
 - Description: Added to 2030 LRTP as Preliminary Engineering (PE) only project. Project is evaluating the construction of a new limited access highway.
 - Project Cost and Funding: Complete PE work is expected to cost \$43.5 million for the portion within the Hampton Roads MPO area. Allocations total \$13 million from Toll facilities revolving

account, Priority funds, and Primary funds. It is expected that a public-private partnership would need to be formed to cover the remaining \$30.5 million to complete PE in Hampton Roads.

- **Hampton Roads Third Crossing (Widen I-664)**
 - Description: Added to 2030 LRTP as Preliminary Engineering (PE) only project. Project is evaluating the widening of I-664 including an expansion of the Monitor Merrimac Memorial Bridge Tunnel.
 - Project Cost and Funding: Complete PE work for the widening of I-664, as a part of the Third Crossing, is expected to cost \$393.1 million³. Allocations total \$10.2 million from NHS and Federal Demonstration funds. It is expected that a public-private partnership would need to be formed to cover the remaining \$382.9 million to complete PE.

Projects Removed from the 2030 LRTP

- Interstate 64 widening in Chesapeake (I-464 to Bowers Hill; includes High Rise Bridge)
 - Description: Project is being removed from the 2030 LRTP. It is a widening from 4 lanes to 6 lanes.
 - Project Cost and Funding: The project had an estimated cost of \$1.08 billion and was assumed to be funded via tolls and HRTA funds.

Note: All figures are in year-of-expenditure dollars.

³ PE cost for work on I-664 is estimated to be \$310.3 million in 2007 dollars (Source: VDOT). This was converted to an estimated year-of-expenditure cost of \$393.1 million, using an inflation rate of 3% to the year 2015.

**2030 LONG-RANGE TRANSPORTATION PLAN AMENDMENTS:
CONSTRUCTION PROJECTS**

(\$ in millions)

	Project	Midtown Tunnel / MLK extension [2]	I-564 Intermodal Connector	Dominion Blvd [2]	Lesner Bridge	Turnpike Rd	VB Transit Extension	High Speed and Intercity Passenger Rail: South Hampton Roads conventional rail	Total
Funding Source	NHS / Interstate	52.7	116.7	0.0	0.0	0.0	0.0	0.0	169.4
	RSTP	0.0	0.0	9.0	0.0	2.5	0.0	0.0	11.5
	Fed STP	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5
	Priority	0.0	1.4	0.2	0.0	0.0	0.0	0.0	1.6
	Earmark	0.0	48.2	16.0	0.0	0.0	0.0	0.0	64.2
	Toll	1,246.4	0.0	401.3	0.0	0.0	0.0	0.0	1,647.7
	Primary	0.9	0.0	2.5	0.0	0.0	0.0	0.0	3.4
	State	0.0	0.5	0.0	0.0	1.0	0.0	0.0	1.5
	FRAN	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.4
	Local	0.0	0.0	0.0	18.0	1.4	0.0	0.0	19.4
	FTA	0.0	0.0	0.0	0.0	0.0	tbd [1]	0.0	tbd [1]
	Stimulus	0.0	0.0	0.0	72.0	0.0	0.0	0.0	72.0
	Urban	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0
	Federal Demo	0.0	0.2	6.0	0.0	0.0	0.0	0.0	6.2
	Rail Enhancement	0.0	0.0	0.0	0.0	0.0	0.0	93.0	93.0
	Total	1,300.0	170.4	435.0	90.0	26.4	tbd [1]	93.0	2,114.8

Notes:

Units are millions of year-of-expenditure dollars

[1] The Va Beach Transit Extension project is currently undergoing an AA / DEIS.
A cost figure will be developed in this study but is not available at this time.
Application for FTA funds would be made following the completion of the study.

[2] Final toll structure is to be determined.

**2030 LONG-RANGE TRANSPORTATION PLAN AMENDMENTS:
PRELIMINARY ENGINEERING PROJECTS**

(\$ in millions)

	Project	PE: Rte 58 (Holland Rd.)	PE: I-64 Peninsula	PE: SE Pkwy [1]	PE: Rte 460 [1]	PE: Third Crossing (I-664) [1]	PE: Naval Station Norfolk Transit Extension	Total
Funding Source	NHS / Interstate	0.0	61.6	0.0	0.0	3.0	0.0	64.6
	RSTP	0.0	0.0	0.8	0.0	0.0	12.0	12.8
	Priority	0.0	2.0	0.0	5.4	0.0	0.0	7.4
	FRA	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Primary	0.0	0.0	0.0	1.2	0.0	0.0	1.2
	Private	3.5	0.0	67.2	30.5	382.9	0.0	484.1
	State	0.0	0.0	0.2	0.0	0.0	0.0	0.2
	Min Guar	0.0	0.0	0.4	0.0	0.0	0.0	0.4
	Toll Facilities Revolving Acct	0.0	0.0	0.0	6.4	0.0	0.0	6.4
	Urban	0.0	0.0	1.3	0.0	0.0	0.0	1.3
	TEA-21	0.0	0.0	7.1	0.0	0.0	0.0	7.1
	Federal Demo	0.0	0.0	0.0	0.0	7.2	0.0	7.2
	Total	3.5	63.6	77.0	43.5	393.1	12.0	592.7

Notes:

Units are millions of year-of-expenditure dollars

[1] Expected that a public-private partnership would need to be developed to complete PE.
Dollars listed under 'Private' could be covered by other sources as a part of such a partnership.

2030 LONG-RANGE TRANSPORTATION PLAN AMENDMENTS:

SUMMARY

(\$ in millions)

Project	Original (2008) 2030 LRTP Cost	2030 LRTP Amended Cost	Impact on 2030 LRTP (vs. 2030 LRTP of Jan 2008; "-" is net decreased cost)	Note on change relative to 2030 LRTP of Jan. 2008
Midtown Tunnel / MLK extension	775	1,300	525	updated project cost
I-564 Intermodal Connector	na	170	170	project added to Plan
Dominion Blvd	435	435	0	project was previously included (combined with SE Pkwy)
PE: Rte 58 (Holland Rd.)	na	4	4	project added to Plan
Lesner Bridge	na	90	90	project added to Plan
Turnpike Rd	na	26	26	project added to Plan
PE: I-64 Peninsula	1,100	64	-1,036	project changed from construction to PE
PE: SE Pkwy	2,837	77	-2,760	project separated from Dominion Blvd and changed from construction to PE
PE: Rte 460	532	44	-488	project changed from construction to PE
PE: Third Crossing (I-664)	2,003	393	-1,610	project changed from construction to PE
High Speed and Intercity Passenger Rail	na	93	93	project added to Plan
PE: Naval Station Norfolk Transit Extension	na	12	12	project added to Plan
VB Transit Extension	na	tbd [1]	tbd [1]	project added to Plan
Removal of I-64 Southside from the 2030 LRTP	1,080	na	-1,080	entire project removed from 2030 LRTP
Total	8,762	2,708	-6,054	plus cost of VB Transit Extension

Notes:

Units are millions of year-of-expenditure dollars

[1] The Va Beach Transit Extension project is currently undergoing an AA / SDEIS. A cost figure will be developed in this study but is not available at this time. Application for FTA funds would be made following the completion of the study.

APPENDIX A:
Amended 2030 Long-Range Transportation Plan project list

Source: “Hampton Roads, Virginia Eight Hour Ozone Maintenance Area Transportation Conformity Analysis for 2030 Long Range Transportation Plan and FY09-12 Transportation Improvement Program: Final Report”, Virginia Department of Transportation, June 2010.

**Hampton Roads
2030 Amended L RTP
Conformity Project List**

TPO i.d.	Project Type	Facility	Project Location		Improvement Type	# Lanes		FY09 TIP	UPC	Analysis Years			
			From	To		From	To			2011	2018	2020	2030
REGIONAL													
66	I	I-64 Peninsula- PE only	Jefferson Ave (exit 255)	Rte. 199(Exit 242)	Widen	4	6+2	Partial	57313/57580	n/a	n/a	n/a	n/a
69	P	U.S. 460- HR portion- PE only	Bowers Hill	S'hamp. Co. at Zuni	New Alignment	0	4	Partial	56638/84272	n/a	n/a	n/a	n/a
70	U	Southeastern Parkway- PE only	I-264	Oak Grove Connector	Construct/Widen	see note 1		Partial	16556/64058	n/a	n/a	n/a	n/a
70	U	Dominion Blvd	South of Cedar Rd	Oak Grove Interchange	Widen	2	4	Y	56187/84354		x		
244	I	HR Third Crossing - Phase I(I-664)- PE Only	I-264/ I-64 at Bowers Hill	I-64 at Hampton Col	Construct		8	Partial	12834	n/a	n/a	n/a	n/a
242	P	Rte. 60 relo. - PE/RW only - JCC	Newport News CL	0.9 mi. W of NN CL	New Alignment	n.a.	n.a.	Partial	13496/87201	n/a	n/a	n/a	n/a
243	P	Rte. 60 relo. -PE/RW only - NN	JCC CL	Ft. Eustis Blvd.	New Alignment	n.a.	n.a.	Partial	14598/87201	n/a	n/a	n/a	n/a
98	I	I-264 EB Ramp from I-64 WB	Curlew Dr	thru Witchduck Rd	Modify Interchange	n.a.	n.a.	Y	57048		x		
144	I	I-264 / Witchduck Rd Interchange	n.a.	n.a.	Int. Imp.	n.a.	n.a.	Y	17630		x		
68	P	Midtown Tunnel/ MLK/Downtown Tunnel	Hampton Blvd	I-264	Widen/ New Alignment	2,0	4	Partial	95149/76642/77245		x		
62	P	Ft Eustis Blvd	0.54 mi. E of Jefferson Ave	Rte 17	Widen	2	4	Y	13497		x		
	R	High Speed & Intercity Passenger Rail	Richmond	Hampton Roads	Conventional rail, Norf. to Rich.	n.a.	n.a.	Y				x	
	I	I-564 Intermodal Connector	I-564	Norfolk Naval Base/N.I.T	New Alignment	0	4	Y	18968			x	
	P	Lesner Bridge	East Stratford Road	Vista Circle	Bridge Replacement	4	4	N	n.a.			x	
	R	Naval Station Norfolk Transit Extension- PE only	Newtown Road	NOB Norfolk	New Alignment	n.a.	n.a.	N	T1821	n/a	n/a	n/a	n/a
	P	Route 58- PE only	Route 58 Bypass	0.9 mi. W of Manning Bridge Road	Widen	4	6	N	n.a.	n/a	n/a	n/a	n/a
	R	Virginia Beach Transit Extension	Newtown Road	Oceanfront	New Alignment	n.a.	n.a.	N	T137		x		
CHESAPEAKE													
2	U	Cedar Rd	Albemarle Dr	Battlefield Blvd	Widening	3	4	N	n.a.				x
7	U	GW Hwy (in Deep Creek, south)	Sawyers Arch	Cedar Rd	New Alignment	0	4	N	city proj.			x	
9	U	Hanbury Rd	Johnstown Rd	Battlefield Blvd	Widening	2	4	N	n.a.			x	
10	I	I-64	I-464	Greenbrier Pkwy	Widening	6	6+2	Y	12379	x			
12	U	Lynnhaven Pkwy - Volvo Pkwy	Kempsville Rd	VB CL	New Alignment	0	4	Y	13485	x			
14	U	Military Hwy (Gilmerton Bridge)	n.a.	n.a.	Replacement	4	4	Y	1904			x	
15	U	Mt Pleasant Rd (incl'g Byp intx impr'ts)	Great Bridge Bypass	Centerville Tnpk	Widening	2	4	N	n.a.			x	
16	U	Nansemond Pkwy - Portsmouth Blvd	Suff CL	Joliff Rd	Widening	2	4	Y	18591			x	
5	U	Greenbrier Pkwy	Volvo Pkwy	Eden Way	Widening	5	6	Y	72796	x			
226	U	GW Hwy	Mill Creek Pkwy	Willowood Dr	Widening	2	4	N	local			x	
227	U	Long Bridge (GW Hwy, near fire station)	n.a.	n.a.	Widening	2	4	Y	83509 (T4154)	x			
HAMPTON													
31	U	Cmdr Shepard Blvd Ext- Phase I	Middle Rd	Magruder Blvd	New Alignment	0	4	N	66846	x			
71	U	Cmdr Shepard Blvd Ext- Phase II	Big Bethel Rd	Middle Rd	New Alignment	0	4	Y	60970			x	
39	I	I-64 @ LaSalle Ave	n.a.	n.a.	Add Movement	n.a.	n.a.	Y	76682	x			
47	U	Saunders Rd	NN CL	Big Bethel Rd	Widening	2	4	Y	57047			x	
28	U	Armistead Ave	Pine Chapel Rd	Mercury Blvd	Widening	2	4	Y	67200	x			
27	U	Armistead Ave Conn	Armistead Ave	Coliseum Dr/ Pine Ch Rd	New Alignment	0	4	Y	71697	x			
236	U	Wythe Creek Rd (including bridge widening)	Comm Shepard Blvd	Poquoson CL	Widening	2	4	N	n.a.				x
Isle of Wight													
99	P	Blackwater Bridge Replacement	near IW/Franklin CL	Near IW/Franklin CL	Replacement	n.a.	n.a.	Y	17142	x			
JAMES CITY CO.													
72	U	Ironbound Rd	Longhill Conn Rd	Strawberry Plains	Widening	2	4	Y	50057			x	
188	P	Chickahominy Bridge Replacement	near JCC/ CCC CL	near JCC/ CCC CL	Replacement	n.a.	n.a.	Y	71883	x			
NEWPORT NEWS													
77	U	Atkinson Blvd	Warwick Blvd	Jefferson Ave	New Alignment	0	4	Partial	4483				x
81	U	Jefferson Ave	Buchanan Dr	Green Grove Ln	Widening	4	6	Y	13429	x			
83	U	Middleground Blvd	Jefferson Ave	Warwick Blvd	New Alignment	0	4	Y	11816			x	
88	U	Warwick Blvd	Nettles Dr	J Clyde Morris Blvd	Widening	4	6	Y	10797	x			
82	U	Jefferson Ave	Grn Grove Ln/ Atkinson	Ft. Eustis Blvd	Widening	4	6	N	67673				x
214		Peninsula Fixed Guideway (Transit)	Christopher Newport Univ.	Mary Immaculate Hosp.	Capital Cost	n.a.	n.a.	N	T137				x
85	U	Rte 17 (J Clyde Morris Blvd)	I-64	Harpersville Rd	Widening	4	6	N	city project				x

**Hampton Roads
2030 Amended LRTP
Conformity Project List**

TPO i.d.	Project Type	Facility	Project Location		Improvement Type	# Lanes		FY09 TIP	UPC	Analysis Years			
			From	To		From	To			2011	2018	2020	2030
NORFOLK													
2/3	U	Light Rail	Newtown Rd	Norfolk General	Capital Cost	n.a.	n.a.	Y	T1822	x			
102	U	Little Creek Rd	Tidewater Dr	Military Hwy	Widening	4	6	N	n.a.				x
103	U	Military Hwy	Lowery Rd	Northampton Blvd	Widening	4	8	Y	9783		x		
104	U	Military Hwy	Northampton Blvd	Robin Hood Rd	Widening	4	6	Y	1765/84243		x		
107	U	VB Blvd	Jett St	Briar Hill Rd	Widening	4	6	Y	17546	x			
109	U	Wesleyan Dr	Northampton Blvd	VB CL	Widening	2	4	Y	52147		x		
244	U	Intermodal/ Chambers Interchange on I-564	n.a.	n.a.	New Interchange	n.a.	n.a.	Y	59175		x		
97	U	Hampton Blvd & R/R Grade Separation	Rogers Ave	B Ave	Reconstruct underpass	n.a.	n.a.	Y	14672		x		
241	I	I-64/ Norview Ave Interchange	n.a.	n.a.	Add Movement	n.a.	n.a.	Y	17824		x		
106	U	Navy Recreational Facilities	n.a.	n.a.	Env. Related	n.a.	n.a.	Y	61322	x			
POQUOSON													
111	U	Wythe Creek Road (w/o br. Widening)	Alphus Street	Hampton CL	Widening	2	4	Y	13427			x	
PORTSMOUTH													
115	U	Maersk Interchange (Western Frwy.)	n.a.	n.a.	New Interchange	n.a.	n.a.	Y	70552	x			
	U	Craney Island Access Road	Rte 164	Craney Island	New Roadway	0	2				x		
	U	Turnpike Road	W. of Frederick Blvd	Constitution Ave	Widening	2	4	Y	65655/3950		x		
SUFFOLK													
240	U	Finney Ave.	East Washington Street	Finney Ave.				Y	15826				x
126	U	Nansemond Pkwy.	ECL Suffolk	Shoulders Hill Rd	Widen	2	4	Y	17568		x		
VIRGINIA BEACH													
146	I	I-264/Lynnhaven Pkwy Interchange	Add Ramps at Great Neck		Add Ramps/Reconstruct			Y	80157/94544/95554		x		
131	U	Birdneck Rd	Gen Booth Blvd	Southern Blvd	Widening	2	4	Y	11754	x			
133	U	Centerville Tnpk	Kempsville Rd	Kempsville Rd	Widening	2	4	N	n.a.			x	
134	U	Centerville Tnpk	Kempsville Rd	Indian River Rd	Widening	2	6	N	n.a.			x	
136	U	Constitution Dr ext'd	Columbus St	Bonney Rd	New Alignment	0	4	N	n.a.		x		
138	U	Elbow Rd / Dam Neck Rd	Indian River Rd	GTE VB Amphitheater	Widening	2	4	Y	15828		x		
229	U	First Colonial Rd	Old Donation Rd	Republic Rd	Widening	4	6	N	n.a.		x		
141	U	Holland Rd	Nimmo Pkwy	Dam Neck Rd	Widening	2	4	Y	15827		x		
142	U	Holland Rd	Rosemont Rd	Dam Neck Rd	Widening	4	6	N	n.a.				x
149	U	Indian River Rd	Centerville Tnpk	Ferrell Pkwy	Widening	6	8	N	City				x
150	U	Indian River Rd	Lynnhaven Pkwy	Elbow Rd	Widening	2	4	Y	15829		x		
151	U	Indian River Rd	Elbow Rd	North Landing Rd	Widening	2	4	N	n.a.			x	
153	U	Jeanne St	Constitution Dr	Independence Blvd	Widening	2	4	N	n.a.			x	
154	U	Kempsville Rd / PA Rd Intersection	n.a.	n.a.	New Alignment	n.a.	n.a.	Y	51866		x		
155	U	Laskin Rd	First Colonial Rd	Birdneck Rd	Widening	4	6	Y	12546		x		
222	U	Laskin Rd	Birdneck Rd	Pacific Ave	Widening	4	6	Y	14601			x	
158	U	Lynnhaven Pkwy	Holland Rd	Lishelle Pl	Widening	4	6	Y	12549	x			
159	U	Lynnhaven Pkwy - Volvo Pkwy	Ches CL	Centerville Tnpk	New Alignment	0	4	N	13487	x			
223	U	Lynnhaven Pkwy	Centerville Tnpk	Indian River Rd	New Alignment	0	4	Y	14603		x		
231	U	Nimmo Pkwy	Indian River Rd @ N. Landing	West Neck Rd ext'd	New Alignment	0	4	N	n.a.			x	
161	U	Nimmo Pkwy	Holland Rd	Gen Booth Blvd	New Alignment	0	4	Y	52058		x		
163	U	Princess Anne Rd and Nimmo Pkwy	Dam Neck Rd	Holland Rd	Widening	2.0	4	Y	13482		x		
168	U	Princess Anne Rd	Upton Dr	General Booth Blvd	Widening	2	4	N	n.a.				
169	U	Providence Rd	Kempsville Rd	Princess Anne Rd	Widening	2	4	N	n.a.				x
170	U	Rosemont Rd	VB Blvd	Holland Rd	Widening	4	6	N	n.a.				x
172	U	Salem Rd	Elbow Rd	Independence Blvd	Widening	2	4	N	n.a.				x
173	U	Sandbridge Rd	Princess Anne Rd	Atwoodtown Rd	Widening	2	4	N	n.a.				x
174	U	Seaboard Rd	Nimmo Pkwy	PA Rd (near PA Elem Sch)	Widening	2	4	Y	City		x		
177	U	Wesleyan Dr	Norf CL	Baker Rd	Widening	2	4	Y	52148		x		
178	U	West Neck Pkwy ext'd	Elbow Rd	North Landing Rd	New Alignment	0	4	N	n.a.			x	
179	U	West Neck Pkwy ext'd	North Landing Rd	Indian River Rd	New Alignment	0	4	N	n.a.			x	
180	U	West Neck Rd	North Landing Rd	Indian River Rd	Widening	2	4	N	n.a.			x	
181	U	Witchduck Rd	I-264	VB Blvd	Widening	4	6	Partial	55202			x	
182	U	Witchduck Rd	Princess Anne Rd	I-264	Widening	4	6	Y	55200		x		
230	U	General Booth Blvd	Princess Anne Rd	Dam Neck Rd	Widening	4	6	N	n.a.				x
238	U	Holland Rd	Rosemont Rd	Independence Blvd	Widening	4	6	N	n.a.				x
145	I	I-264/ Independence Blvd Interchange	n.a.	n.a.	Interchange Imp.	n.a.	n.a.	N	n.a.				x
146	I	I-264/ Lynnhaven Pkwy Interchange	n.a.	n.a.	Interchange Imp.	n.a.	n.a.	Y	19005				x

**Hampton Roads
2030 Amended LRTP
Conformity Project List**

TPO i.d.	Project Type	Facility	Project Location		Improvement Type	# Lanes		FY09 TIP	UPC	Analysis Years			
			From	To		From	To			2011	2018	2020	2030
143	I	I-64/ City Line Interchange & Arterial	I-64	Centerville Tnpk	New Interchange & Road	0	4	Y	80029				x
148	U	Independence Blvd	Haygood Rd	Northampton Blvd	Widening	4	6	N	n.a.				x
164	U	Northampton Blvd/ Shore Drive Interchange	n.a.	n.a.	Interchange Imp.	n.a.	n.a.	N	n.a.				x
WILLIAMSBURG													
187	U	Richmond Rd	Brooks St	New Hope Rd.	Reconstruct/ Widening	2	4	Y	14750	x			
190	U	Treyburn Dr Ext	Monticello Ave	Ironbound Rd	New Alignment	0	2	Y	16054	x			
YORK COUNTY													
191	S	Ft Eustis Blvd Ext (Rte 1050)	Rte 17	Old York-Hampton Hwy	New Alignment	0	4	N	14627	x			
193	P	Rte 17 (York Co.)	Hampton Hwy	Goodwin Neck/ Denbigh Blvd	Widening	4	6	Y	60843		x		

- 1) SP&G design- I-264 to Great Bridge Bypass: 4 lanes; Oak Grove Conn: 8 lanes
- 2) PE only projects are not run for air quality conformity because funding for Construction is not identifiable

APPENDIX B:

Letter from the U.S. Department of Transportation approving air quality conformity analysis
(August 30, 2010)



U.S. Department
of Transportation

Federal Transit Administration
Region III
1760 Market Street, Suite 500
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
VA Division
400 North 8th Street, Room 750
Richmond, VA 23240
804-775-3320
804-775-3356 (fax)

In Reply Refer To:

August 30, 2010

Joint Federal Highway Administration
and Federal Transit Administration
Transportation Conformity Finding for
the Hampton Roads 8-Hour Ozone
Maintenance Area

Mr. Gregory A. Whirley
Commissioner
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219-2000

Dear Mr. Whirley:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are responsible for ensuring that transportation plans, programs and projects meet the requirements of the Clean Air Act (CAA). With passage of the 1990 Clean Air Act Amendments, transportation plans, programs and projects developed, funded or proposed under 23 U.S.C. or the Federal Transit Act must demonstrate conformity in accordance with Section 176(c) of the CAA as amended.

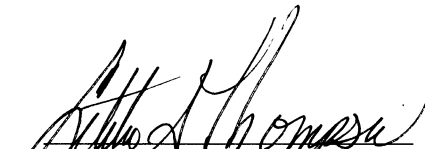
On June 30, 2010, FHWA transmitted a copy of the final report of the Transportation Conformity Analysis for the Amended FY 2009-2012 Transportation Improvement Programs (TIP) and FY 2030 Constrained Long Range Plan (CLRP) prepared by the Hampton Roads Area Metropolitan Planning Organizations (MPO) for the Hampton Roads 8-Hour Ozone Maintenance Area to the Environmental Protection Agency (EPA) for their formal review. The Transportation Conformity Analysis was prepared in accordance with the November 24, 1993, Final Rule of Criteria and Procedures for Determining Conformity promulgated by EPA and subsequent rulemakings related to ozone dated August 7 and November 14, 1995, August 15, 1997, July 1, 2004, and January 25, 2008. In addition, the Transportation Conformity Analysis is consistent with a variety of guidance issued by the EPA as well as guidance issued by FHWA and FTA developed to address many conformity-related topics. EPA has completed their formal review and by letter dated August 17, 2010, EPA informed FHWA and FTA that they concur that the Transportation Conformity Analysis demonstrates that the TIP and CLRP prepared for the Hampton Roads 8-Hour Ozone Maintenance Area satisfy the requirements of the transportation conformity rule. Namely, the analysis demonstrates that regional emissions in each milestone year will be below the budgets established for those years in the area's approved Maintenance Plan.

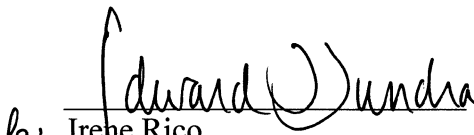
At least one non-regionally significant project was included in the amended CLRP using discretionary funding that has not been awarded yet. While the inclusion of this project does not affect the conformity analysis, this conformity finding does not constitute approval that this project has satisfied FHWA/FTA's fiscal constraint requirements and can be advanced. Should this project not receive the discretionary funding anticipated, FHWA's approval of this project will depend upon the submittal of documentation that it can be funded from revenue sources reasonably expected to be available.

Based on the foregoing, FHWA and FTA find that the Transportation Conformity Analysis final report of the Amended FY 2009-2012 TIP and FY 2030 CLRP for the Hampton Roads 8-Hour Ozone Maintenance Area demonstrates conformity as prescribed by EPA's Transportation Conformity Rule and subsequent amendments and guidance. This letter represents that transportation conformity finding. This conformity finding remains valid for a period of four years assuming that no regionally significant projects are amended to or removed from the TIP or CLRP and assuming that no metropolitan transportation planning deadlines come due before then.

If you have any questions or need additional information, please contact Marisel Lopez-Cruz of FHWA at (804) 775-3338 or Tony Cho of FTA at (215) 656-7001.

Sincerely,


Letitia A. Thompson
FTA Regional Administrator


for: Irene Rico
FHWA Division Administrator

CC: Mr. Jim Ponticello and Christopher Voigt, VDOT (via e-mail)
Mr. Dwight Farmer (via e-mail)
Martin Kotsch, EPA (via e-mail)

APPENDIX C:

Correspondence regarding:

- **Coordination with FTA** (March 12, 2010)
- **Status of Lesner Bridge project** (March 11, 2010)

Andy PICKARD - 2030 Plan amendments - LRT and HSICP Rail projects

From: Camelia RAVANBAKHT
To: Rucker, Ivan; Stringfield, Eric
Date: Friday, March 12, 2010 2:07:58 PM
Subject: 2030 Plan amendments - LRT and HSICP Rail projects
CC: FARMER, Dwight; Jack, Adam; PICKARD, Andy; Whitney, Jayne

Good Afternoon All-

Per Ivan's suggestion, Andy had scheduled a conference call with Tony Cho (FTA) this afternoon regarding FTA's acceptance and approval of including the VB Transit Extension, Naval Station Norfolk Transit Extension, and the High Speed and Intercity Passenger Rail Projects in the 2030 Plan Amendments. From my phone conversation with Andy a few minutes ago, Tony has accepted all three projects to be included in the 2030 Plan. Tony has further agreed that the cost of the VB Transit Extension Study (not currently available) could be added to the 2030 Plan after the completion of the study by early summer 2010 (per HRT staff).

I believe this is great news and hope we can discuss and come to an agreement on the other "pending" projects by early next week. This is an important step in moving forward with amending the 2030 Plan and preparing the stage for the development of 2034 LRTP projects.

Thanks,
camelia

Camelia Ravanbakht, Ph.D.
Deputy Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320
Phone: 757.420.8300
Fax: 757.523.4881
www.hrtpo.org

Andy PICKARD - Lesner Bridge - 2030 LRTP

From: "Phil D. Pullen" <PPullen@vbgov.com>
To: Andrew PICKARD <apickard@hrpdcva.gov>
Date: Thursday, March 11, 2010 1:53:57 PM
Subject: Lesner Bridge - 2030 LRTP

Andy,

As a follow up to our conversation yesterday, here is the requested info.:

Design: Currently at 60%. Will have 90% plans in early April. Holding up on completing design until construction funding source is identified, but can have final bid plans within 60 days of funding identification. VDOT and FHWA reviews have been initiated and we are awaiting final comments.

Acquisition: R/W is needed from two property owners. Preliminary plats have been prepared. The property owners have been coordinated with and are willing sellers. If funding were available, acquisition could be completed within 60-90 days from initiation.

Private Utility Relocation: The only relocation required is the temporary relocation of a gas line. If funding were available, this relocation could be accomplished within 60-90 days from initiation.

Public Involvement: Both a Citizens Information Meeting and a Formal Design Public Hearing (following federal guidelines) have been held. The Public Participation component of the project is complete and no further public meetings are required.

Environmental: This project required an Environmental Assessment (EA) document. That document has been prepared and reviewed by FHWA. We have requested formal approval from FHWA but they have indicated they cannot issue a FONSI until the project is in the Long Range Plan. The permit applications have been prepared and will be submitted to the agencies upon receipt of the FONSI determination. (Much coordination has taken place w/ the various env agencies).

We are confident that this project is shovel ready and with the necessary funding could get to construction in 90 days.

Please let me know if you need add'l. information.

Thanks
Phil

Phillip D. Pullen, P.E.
Transportation Division Manager

City of Va. Beach - Public Works
Municipal Center - Bldg. 2
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Virginia Beach, VA 23456-9031
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