HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
Dwight L. Farmer
Executive Director/Secretary

VOTING MEMBERS:

CHESAPEAKE  
Alan P. Krasnoff

GLOUCESTER COUNTY  
Vacant

HAMPTON  
Molly J. Ward

ISLE OF WIGHT COUNTY  
Vacant

JAMES CITY COUNTY  
Vacant

NEWPORT NEWS  
McKinley Price

NORFOLK  
Paul D. Fraim

POQUOSON  
W. Eugene Hunt, Jr.

PORTSMOUTH  
Kenneth I. Wright

SUFFOLK  
Linda T. Johnson

VIRGINIA BEACH  
William D. Sessoms, Jr.

WILLIAMSBURG  
Clyde Haulman

YORK COUNTY  
Thomas G. Shepperd, Jr.

MEMBERS OF THE VIRGINIA SENATE  
The Honorable John C. Miller  
The Honorable Yvonne B. Miller

MEMBERS OF THE VIRGINIA HOUSE OF DELEGATES  
The Honorable John A. Cosgrove  
Vacant

TRANSPORTATION DISTRICT COMMISSION OF HAMPTON ROADS  
Philip A. Shucet, President/Chief Executive Officer

WILLIAMSBURG AREA TRANSIT AUTHORITY  
Vacant, Executive Director

VIRGINIA DEPARTMENT OF TRANSPORTATION  
Dennis W. Heuer, District Administrator – Hampton Roads District

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION  
Thelma Drake, Director

VIRGINIA PORT AUTHORITY  
Jerry A. Bridges, Executive Director
HAMPSON ROADS TRANSPORTATION PLANNING ORGANIZATION

NON-VOTING MEMBERS:

CHESAPEAKE
William E. Harrell

ISLE OF WIGHT COUNTY
W. Douglas Caskey

NORFOLK
Marcus Jones

SUFFOLK
Selena Cuffee-Glenn

WILLIAMSBURG
Jackson C. Tuttle

GLOUCESTER COUNTY
Brenda G. Garton

JAMES CITY COUNTY
Robert C. Middaugh

POQUOSON
J. Randall Wheeler

VIRGINIA BEACH
James K. Spore

YORK COUNTY
James O. McReynolds

HAMPTON
Mary Bunting

NEWPORT NEWS
Neil A. Morgan

PORTSMOUTH
Kenneth L. Chandler

FEDERAL HIGHWAY ADMINISTRATION
Irene Rico, Division Administrator, Virginia Division

FEDERAL AVIATION ADMINISTRATION
Jeffrey W. Breeden, Airport Planner, Washington Airports Office District

PENINSULA AIRPORT COMMISSION
Ken Spirito, Executive Director

CITIZEN TRANSPORTATION ADVISORY COMMITTEE
William W. Harrison, Jr., Chair

FREIGHT TRANSPORTATION ADVISORY COMMITTEE
William Bell, Co-Chair Vacant, Co-Chair

MILITARY LIAISONS
Mary Jackson, Captain, U.S. Navy
Mark S. Ogle, Captain, U.S. Coast Guard

HRTPO & HRPDC PROJECT STAFF

Camelia Ravanbakht, Ph.D.
Deputy Executive Director, HRTPO

Pavithra Parthasarathi, Ph.D., P.E.
Principal Transportation Engineer

Dale M. Stith, AICP
Transportation Planner

Benito O. Pérez, AICP
Transportation Engineer

Robert B. Case, P.E.
Principal Transportation Engineer

Keith Nichols, P.E.
Senior Transportation Engineer

Samuel S. Belfield
Senior Transportation Engineer

Stephanie L. Shealey
Transportation Engineer

Mike Kimbrel
Principal Transportation Engineer

Jessica M. Banks, AICP
Senior Transportation Analyst

Kendall L. Miller
Public Involvement & Community Outreach Administrator

Brian Chenault
Community Outreach Planner

Greg Grootendorst, AICP
Chief Economist

James Clary
Economist

Jimontanae McBride
Principal Regional Planner

Sara Kidd, GISP
Senior Environmental Planner

Benjamin McFarlane, AICP
Physical and Environmental Planner

Whitney Katchmark, P.E.
Principal Water Resources Planner

Jenny Tribo
Senior Water Resources Planner

John Sadler
Regional UASI Planner

Natalie Easterday, CFM
Regional Emergency Management Planner

Michael Long
Assistant General Service Manager

Kathlene Grauberger
Administrative Assistant II

Brian Miller
Communications Designer

Christopher Vaigneur
Reprographics Coordinator
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How has the public been involved?
Chronological Listing of LRTP Related Activities
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2007</td>
<td>TPO approves 2034 socioeconomic control totals.</td>
</tr>
<tr>
<td>May 2008</td>
<td>TPO approves 2034 socioeconomic data by TAZ.</td>
</tr>
<tr>
<td>November 8, 2008</td>
<td>Jordan Bridge closed.  TPO staff helped with consultant transit alternatives report (mngd by Ches staff) and did estimate of queues</td>
</tr>
<tr>
<td>December 2008</td>
<td>Online survey of TTAC members to solicit their ideas for long-range plan methodology.</td>
</tr>
<tr>
<td>January 2009</td>
<td>Results of survey of TTAC LRTP survey presented to TTAC.</td>
</tr>
<tr>
<td>February 2009</td>
<td>TPO retreat; developed goals for organization; MPO Best Practices report finalized (MPO best practices ppt presented by PBSJ in January 2009)</td>
</tr>
<tr>
<td>March 2009</td>
<td>Navigating the Future name and logo presented to TTAC.</td>
</tr>
<tr>
<td>March 2009</td>
<td>Regional ARRA projects approved by TPO.</td>
</tr>
<tr>
<td>March 2009</td>
<td>KeepHamptonRoadsMoving.com URL purchased as the LRTP website and initial website goes live.</td>
</tr>
<tr>
<td>April 2009 to July 2009</td>
<td>Public survey for 2034 LRTP vision and goals marketed via web and libraries.</td>
</tr>
<tr>
<td>April 2009</td>
<td>Presentation to TTAC and TPO re: risks of 2030 amendments.</td>
</tr>
<tr>
<td>April 2009</td>
<td>2034 subcommittee approves draft vision and goals.</td>
</tr>
<tr>
<td>April 2009</td>
<td>Phase 1 Transit Vision Plan document completed</td>
</tr>
<tr>
<td>May 2009</td>
<td>TPO approves bylaws and name change to HRTPO.</td>
</tr>
<tr>
<td>May 2009</td>
<td>Presentation to TTAC and TPO re: 2030 amendment financial risks.</td>
</tr>
<tr>
<td>May 2009</td>
<td>Phase 1 Transit Vision Plan - Preliminary Cost and Ridership document completed</td>
</tr>
<tr>
<td>May 2009</td>
<td>LRTP Facebook and Twitter accounts activated.</td>
</tr>
<tr>
<td>June 2009</td>
<td>Collection of candidate projects from 2034 subcommittee begins; project submittals due end of July.</td>
</tr>
<tr>
<td>June 2009</td>
<td>Had a booth at the Virginia Housing Conference at Chesapeake Conference Center</td>
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<tr>
<td>Month</td>
<td>Event</td>
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<tr>
<td>June 2009</td>
<td>VTrans 2035 public meetings held across state (at HRPDC on June 25; 25 attendees)</td>
</tr>
<tr>
<td>June 2009</td>
<td>2034 subcommittee meeting held.</td>
</tr>
<tr>
<td>July 2009</td>
<td>Presentation to TTAC on Intermodal Connector status in LRTP.</td>
</tr>
<tr>
<td>July 2009</td>
<td>Draft 2034 volumes and congestion table and map sent to 2034 subcommittee.</td>
</tr>
<tr>
<td>July 2, 2009</td>
<td>HRBT closed during rainstorm; Carmagedon video produced for it</td>
</tr>
<tr>
<td>August 2009</td>
<td>Presentation to 2034 subcommittee re: draft work on bicycle facility gaps analysis.</td>
</tr>
<tr>
<td>August 2009</td>
<td>Public meetings re: HRTPO public involvement process.</td>
</tr>
<tr>
<td>September 2009</td>
<td>TTAC approves prioritization categories and criteria.</td>
</tr>
<tr>
<td>September 2009</td>
<td>TPO approves resolution regarding project prioritization process.</td>
</tr>
<tr>
<td>September 2009</td>
<td>Surveys for prioritization criteria weighting are done.</td>
</tr>
<tr>
<td>September 2009</td>
<td>Redesigned &quot;KeepHamptonRoadsMoving.com&quot; website goes live. LRTP now has web, Facebook, and Twitter presence.</td>
</tr>
<tr>
<td>October 2009</td>
<td>2034 subcommittee meeting held.</td>
</tr>
<tr>
<td>October 2009</td>
<td>Public survey results presented to TTAC by DS.</td>
</tr>
<tr>
<td>October 2009</td>
<td>(10/30/09) TPO Board passes a resolution for enhanced intercity passenger rail on Pen and high-speed rail on Southside.</td>
</tr>
<tr>
<td>November 2009</td>
<td>TTAC sees Draft Test Bed results from Kimley Horn; ok's what they see except for Kevin Abt</td>
</tr>
<tr>
<td>November 2009</td>
<td>AP gives Presentation on 2030 amendments to TTAC; begin to collect projects desired for amendment to LRTP (due from TTAC 11/20)</td>
</tr>
<tr>
<td>November 2009</td>
<td>TPO Board approves methodology of KHA prioritization process (as opposed to endorsing the results).</td>
</tr>
<tr>
<td>November 2009</td>
<td>AP gives presentation on 2030 amendments to TPO and GG presents on updated revenues. TPO approves TAC meeting re: 2030 amendments.</td>
</tr>
<tr>
<td>November 2009</td>
<td>TPO Board approves TPO staff to get consultant on high-speed rail.</td>
</tr>
<tr>
<td>December 2009</td>
<td>TTAC approves 2034 Vision and Goals</td>
</tr>
<tr>
<td>Date</td>
<td>Event Description</td>
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<td>-----------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>December 2009</td>
<td>TAC moves to explore grading system for prioritization and adding econ vitality as stand-alone score. Also moves to amend 2030 LRTP with TIGER grant applicants, taking out HRTA projects.</td>
</tr>
<tr>
<td>December 2009</td>
<td>Article on bike gaps analysis in winter 2010 Va Geospatial Newsletter, produced by Va Tech</td>
</tr>
<tr>
<td>December 2009</td>
<td>HRTPO Board approves amendments to 2030 LRTP.</td>
</tr>
<tr>
<td>January 2010</td>
<td>HRTPO Board approves 2034 Vision Statement and Goals (with some modifications from Board)</td>
</tr>
<tr>
<td>January 2010</td>
<td>VDOT provides revenue forecasts to TPO's (see 1/21 email from Eric Stringfield)</td>
</tr>
<tr>
<td>January 2010</td>
<td>VDRPT holds three public meetings on High Speed Rail in Richmond, Newport News, and Norfolk (Jan 26-28)</td>
</tr>
<tr>
<td>February 2010</td>
<td>TIGER grants announced (2/17/10); only project in VA is bus project in DC area</td>
</tr>
<tr>
<td>March 2010</td>
<td>TTAC approves amendments to 2030 LRTP</td>
</tr>
<tr>
<td>March 2010</td>
<td>John Lawson presents to TTAC re: revenue estimates</td>
</tr>
<tr>
<td>March 2010</td>
<td>USDOT releases new bike and ped policy</td>
</tr>
<tr>
<td>March 2010</td>
<td>Pilot outreach program presented at Linkhorn Elementary School in Virginia Beach</td>
</tr>
<tr>
<td>April 2010</td>
<td>LRTP subcommittee votes to use 5% of funds for PE &amp; ROW in 2034 LRTP (following presentation on PE usage)</td>
</tr>
<tr>
<td>April 2010</td>
<td>Received revenue forecast from DRPT</td>
</tr>
<tr>
<td>May 2010</td>
<td>TTAC approves economic vitality component of prioritization</td>
</tr>
<tr>
<td>May 2010</td>
<td>VPA announces lease of APM Terminals</td>
</tr>
<tr>
<td>May 2010</td>
<td>CNU presents results of focus groups to TPO: presenting solutions in June. Incl reference to our cal of # of trips in the region at bottlenecks.</td>
</tr>
<tr>
<td>May 2010</td>
<td>5/10/10 - AP, BP met with VDOT (ES, TG) to review needed data per cost and scheduling of candidate projects</td>
</tr>
<tr>
<td>May 2010</td>
<td>DLF give presentation on finance to CTAC.</td>
</tr>
<tr>
<td>May 2010</td>
<td>Notified that 'School Outreach Pilot Program' chosen for presentation at AMPO national conference in St Louis in October 2010</td>
</tr>
<tr>
<td>June 2010</td>
<td>TTAC approves air quality conformity analysis for amended 2030 LRTP and FY09-12 TIP</td>
</tr>
<tr>
<td>June 2010</td>
<td>TTAC approved 5 projects for TIGER II HRTPO endorsement: Dom Blvd (Ches), Amtrak Station (NN), Multimodal transit facility (Norf), Rte 58 (Suff), Lesner Bridge (VB)</td>
</tr>
<tr>
<td>June 2010</td>
<td>HRTPO staff submits comments to FRA re: National Rail Plan</td>
</tr>
<tr>
<td>June 2010</td>
<td>HRTPO approves amended 2030 LRTP and FY09-12 TIP conformity finding and report; letter re: Board action from DLF to Dennis Heuer and cc’d to Jim Ponticello sent</td>
</tr>
<tr>
<td>June 2010</td>
<td>HRTPO Board approves CNU final report on focus groups.</td>
</tr>
<tr>
<td>June 2010</td>
<td>SAFETEA env’t l / resource groups materials sent re: env’t l mitigation discussion and candidate projects (comments due July 7)</td>
</tr>
<tr>
<td>June 2010</td>
<td>TPO approves 5 projects for TIGER II endorsement</td>
</tr>
<tr>
<td>June 2010</td>
<td>CTB ok’s Norfolk-Richmond rail service within 3 years</td>
</tr>
<tr>
<td>June 2010</td>
<td>DLF presents to TPO on new CTB FY11-16 SYIP</td>
</tr>
<tr>
<td>June 2010</td>
<td>FHWA training given to TPO Board</td>
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<tr>
<td>July 2010</td>
<td>Final ptzn report out for public review, June 30 to July 14</td>
</tr>
<tr>
<td>July 2010</td>
<td>Materials for July 15 legislative Ad-Hoc mtg prepared by BP, DS, JB re: tolls, tax districts, ppta’s</td>
</tr>
<tr>
<td>July 2010</td>
<td>Ptzn report approved by TTAC</td>
</tr>
<tr>
<td>July 2010</td>
<td>Update and schedule for 2034 LRTP presented to TTAC by DS</td>
</tr>
<tr>
<td>July 2010</td>
<td>AP presentation to ODU grad level Regional Planning class on landuse; included slide informing them of 2034 LRTP process</td>
</tr>
<tr>
<td>July 2010</td>
<td>Rte 460 virtual meeting to solicit proposals; ~ 100 attendees</td>
</tr>
<tr>
<td>July 2010</td>
<td>TDCHR agenda for July 22 mtg includes graphs of ridership for FY09 v FY10 (increase in FY10) , # Traffix vanpools (increased), and Google trip planner usage (increase) - good stat to include in LRTP documentation [see TMT: HRT agenda]</td>
</tr>
<tr>
<td>July 2010</td>
<td>DS and CR attend Empower Hampton Roads evening meeting at Hampton University; CR pledges to work with them</td>
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<tr>
<td>July 2010</td>
<td>TPO Board approves resolution supporting continued development of TEMS contract and HSR on Peninsula and Southside (?)</td>
</tr>
<tr>
<td>July 2010</td>
<td>Regional Land Use Research Scan report approved by TPO Board</td>
</tr>
<tr>
<td>July 2010</td>
<td>TPO Board approves Ptzn report; wants results by September for 2011 Genl Assembly</td>
</tr>
<tr>
<td>July 2010</td>
<td>DRPT holds SEHSR public meetings in Petersburg and Richmond</td>
</tr>
<tr>
<td>July 2010</td>
<td>Responses from resource agencies received per SAFETEA outreach on env’t l mitigation and plan development</td>
</tr>
<tr>
<td>Month</td>
<td>Event Description</td>
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</tr>
<tr>
<td>August 2010</td>
<td>HRTP blog created</td>
</tr>
<tr>
<td>August 2010</td>
<td>Project costs received from VDOT</td>
</tr>
<tr>
<td>August 2010</td>
<td>(8/4/10) LRTP Subcommittee meets re: ptzn; revenue estimates; update on outreach (Google Earth app, kiosks, CNU work, SAFETEA outreach)</td>
</tr>
<tr>
<td>August 2010</td>
<td>Letter from USDOT (dated Aug 30) and EPA (dated Aug 17) giving approval to amended 2030 LRTP and FY09-12 TIP conformity approval</td>
</tr>
<tr>
<td>August 2010</td>
<td>(8/27/10) LRTP Subcommittee extra meeting regarding prioritization; group decides that Viability needs fixing; DLF sends copy of ppt to TPO Board and TTAC</td>
</tr>
<tr>
<td>September 2010</td>
<td>TTAC presentation on Draft prioritization given by AP; many comments received. 2 motions: 1 - tool isn't ready yet; refer to TTAC 2 - specific suggestions for Project Viability</td>
</tr>
<tr>
<td>September 2010</td>
<td>TAC meeting re: moving on to phase 2 of TEMS work</td>
</tr>
<tr>
<td>September 2010</td>
<td>Three proposals for Route 460 project received by VDOT</td>
</tr>
<tr>
<td>September 2010</td>
<td>(9/16/10) LRTP subcommittee met to review comments on prioritization</td>
</tr>
<tr>
<td>September 2010</td>
<td>Presentation on HRBT study given to TPO by VDOT staff.</td>
</tr>
<tr>
<td>September 2010</td>
<td>Governor's VDOT Performance audit of VDOT released.</td>
</tr>
<tr>
<td>September 2010</td>
<td>Presentation on ptzn given to TPO board; agreed to extend to December</td>
</tr>
<tr>
<td>October 2010</td>
<td>Private proposal re HRBT expansion to 8 lanes given to VDOT (10/1/10)</td>
</tr>
<tr>
<td>October 2010</td>
<td>LRTP Subcommittee met (10/13/10) re ptzn, GHG's, and kiosk questions.</td>
</tr>
<tr>
<td>October 2010</td>
<td>USDOT announced TIGER II grants totaling $600 million; $19 Billion in applications received; Virginia only received $100k for a Hull street plan in Richmond.</td>
</tr>
<tr>
<td>October 2010</td>
<td>US HUD announced HUD Sustainability Grant awards; Cville, Roanoke and New River in Va received awards; HR did not.</td>
</tr>
<tr>
<td>October 2010</td>
<td>DRPT put out short report on actual Amtrak ridership</td>
</tr>
<tr>
<td>October 2010</td>
<td>HRTPO put out public notice re: addition of Rte 460 for construction to 2030 LRTP (Oct 27 to Nov 10)</td>
</tr>
<tr>
<td>October 2010</td>
<td>HRTPO Board approved three resolutions at their 10/20 meeting: CTAC, Legislative Ad-hoc re gen'l assembly, and regarding VDOT performance audit</td>
</tr>
<tr>
<td>October 2010</td>
<td>DS presented school outreach effort at 2010 AMPO Annual Conference</td>
</tr>
<tr>
<td>Date</td>
<td>Event Description</td>
</tr>
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<td>--------------</td>
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</tr>
<tr>
<td>October 2010</td>
<td>VDOT accepts HRBT expansion proposal starts clock on 120 days to accept other offers (10/28/10)</td>
</tr>
<tr>
<td>November 2010</td>
<td>School Outreach - Thoroughgood Elementary (3 lesson plans/3 visits)</td>
</tr>
<tr>
<td>November 2010</td>
<td>Final report of 2009 Socioeconomic data by TAZ approved by HRTPO</td>
</tr>
<tr>
<td>November 2010</td>
<td>DRAFT Ptzn scores provided to TPO in agenda packet</td>
</tr>
<tr>
<td>November 2010</td>
<td>Termination notice of Envt'l work for SEP in Fed Register (11/17/10)</td>
</tr>
<tr>
<td>December 2010</td>
<td>TTAC approved Ptzn report; 7 people wanted to wait another month (Norf, VB, VPA staff)</td>
</tr>
<tr>
<td>December 2010</td>
<td>ICG convened for amendments to 2030 LRTP (Rte 460 for construction and Skiffes Crk Conn as expansion of Rte 460 for PE/RW); pub notice for project list from Dec 6-20</td>
</tr>
<tr>
<td>December 2010</td>
<td>Final parent / student meeting at Thoroughgood ES in VB for 5th grade class on 12/2/10</td>
</tr>
<tr>
<td>December 2010</td>
<td>Interviews at WHRE (Regent U.): prioritization by Andy; Outreach / school prgm by Kendall and Dale</td>
</tr>
<tr>
<td>December 2010</td>
<td>VMASC completes its study of regional projects</td>
</tr>
<tr>
<td>December 2010</td>
<td>HRTPO Board approves Prioritization Scores Report</td>
</tr>
<tr>
<td>January 2011</td>
<td>Email blast to receive comments on regional priorities (comment period of Jan 3 to Jan 24)</td>
</tr>
<tr>
<td>January 2011</td>
<td>Presentation to TTAC by AP re: core information to help with prioritization; comments due by Jan 13.</td>
</tr>
<tr>
<td>January 2011</td>
<td>Presentation to TTAC by AP re: LRTP amendments procedure and form; DS collecting comments through Jan 13.</td>
</tr>
<tr>
<td>January 2011</td>
<td>DS presented school outreach effort at 2011 TRB Annual Conference poster session</td>
</tr>
<tr>
<td>January 2011</td>
<td>FTAC meeting to discuss regional priorities.</td>
</tr>
<tr>
<td>January 2011</td>
<td>CTAC meeting; AP presenting on prioritization.</td>
</tr>
<tr>
<td>January 2011</td>
<td>LRTP Subcommittee on 1/19/11 - covered regional landuse map and prioritization</td>
</tr>
<tr>
<td>February 2011</td>
<td>LRTP Subcommittee meeting on 2/1/11 - one agenda item to developLRTP Subcmte recs for TTAC</td>
</tr>
<tr>
<td>February 2011</td>
<td>TTAC approved LRTP Subcommittee ptzn recs</td>
</tr>
<tr>
<td>February 2011</td>
<td>TTAC approved LRTP amendments procedure to quarterly &quot;open&quot; period and LRTP amendment form</td>
</tr>
<tr>
<td>Month</td>
<td>Event Description</td>
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<tr>
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</tr>
<tr>
<td>February 2011</td>
<td>TTAC presentation on regional land use</td>
</tr>
<tr>
<td>February 2011</td>
<td>2034 LRTP &amp; Transportation Project Prioritization Public mtg in Chesapeake</td>
</tr>
<tr>
<td>February 2011</td>
<td>HRPDC JEC presentation on regional land use</td>
</tr>
<tr>
<td>February 2011</td>
<td>TPO Board Retreat Presentation on Transportation Project Priorities</td>
</tr>
<tr>
<td>February 2011</td>
<td>2034 LRTP &amp; Transportation Project Prioritization Public mtg in Newport News</td>
</tr>
<tr>
<td>February 2011</td>
<td>LRTP Subcommittee meeting on 2/24/11 - covered regional landuse map and prioritization</td>
</tr>
<tr>
<td>March 2011</td>
<td>TTAC presentation on regional land use - approval of regional land use classification system</td>
</tr>
<tr>
<td>March 2011</td>
<td>TTAC approved LRTP Subcommittee ptzn recs</td>
</tr>
<tr>
<td>March 2011</td>
<td>CTAC meeting; presentation on Transportation Project Priorities</td>
</tr>
<tr>
<td>March 2011</td>
<td>HRTPO Board approves List of Projects and Studies</td>
</tr>
<tr>
<td>March 2011</td>
<td>Presentation to J4C on Mooretown Rd project</td>
</tr>
<tr>
<td>April 2011</td>
<td>Received O&amp;M forecast from HRT &amp; WATA</td>
</tr>
<tr>
<td>April 2011</td>
<td>Conference Call with FHWA &amp; VDOT on 2034 AQ Conformity process</td>
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<td>April 2011</td>
<td>SAFETEA env'tl / resource groups materials sent to Tribal Organizations re: env'tl mitigation discussion and List of Projects and Studies (comments due April 30)</td>
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<tr>
<td>April 2011</td>
<td>TTAC presentation of LRTP status by DS</td>
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<td>April 2011</td>
<td>HRTPO Board amendment to List of Projects and Studies (US Route 460 to construction)</td>
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<td>April 2011</td>
<td>HRTPO updated brochure for presentation at CTB SYIP public hearing</td>
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<tr>
<td>May 2011</td>
<td>TTAC presentation by DS on Draft 2034 LRTP List of Projects and Studies for Air Quality Conformity</td>
</tr>
<tr>
<td>May 2011</td>
<td>LRTP Subcommittee meeting on 5/4/11 - agendas item to discuss: ATI, JCC studies, issues with Regional Land Use map</td>
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<td>May 2011</td>
<td>LRTP Status Report presented by DS to CTAC in Hampton 5/12/11</td>
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<tr>
<td>May 2011</td>
<td>LRTP Public Meeting @ Hampton Public Library re:AQ Project List (Canceled due to severe storm and power outage)</td>
</tr>
<tr>
<td>Date</td>
<td>Event Description</td>
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<tr>
<td>June 2011</td>
<td>TTAC presentation by DS on Final 2034 LRTP List of Projects and Studies for Air Quality Conformity; Regional Land Use Map</td>
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<td>June 2011</td>
<td>LRTP Public Meeting @ Regional Building in Chesapeake re:AQ Project List</td>
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<td>June 2011</td>
<td>LRTP Public Meeting @ Williamsburg Regional Library re:AQ Project List</td>
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<td>June 2011</td>
<td>HRTPO Board approved final list of projects for Air Quality Conformity Analysis</td>
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<td>September 2011</td>
<td>TTAC Presentation on Air Quality Conformity Analysis Draft Report</td>
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<td>September 2011</td>
<td>HRTPO Board Presentation on Air Quality Conformity Analysis Final Report</td>
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<tr>
<td>October 2011</td>
<td>CR sat on panel at Aging in Place Conference</td>
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<tr>
<td>November 2011</td>
<td>TTAC Presentation by PP on 2034 LRTP Draft Report</td>
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<tr>
<td>November 2011</td>
<td>2034 LRTP Draft Report Comment Period (November 7-December 8); report posted online and distributed to regional libraries</td>
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<td>2034 LRTP Draft Report presented to CTAC</td>
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<td>November 2011</td>
<td>2034 LRTP Draft Report presented to FTAC</td>
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<td>2034 LRTP Draft Report presented to HRTPO Board</td>
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HRTPO Staff Presentations to Regional/Community Groups
HRTPO Staff Presentations to Regional/Community Groups

<table>
<thead>
<tr>
<th>Organization Type</th>
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<tr>
<td><strong>Academic</strong></td>
<td>Suffolk Leadership Academy</td>
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<td>Old Dominion University</td>
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<td>Christopher Newport University</td>
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<td>Rotary Club</td>
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<td>Hampton Roads Leadership Summit</td>
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<td>Hampton Roads Partnership</td>
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<td>Light Rail Now</td>
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<td>Civic Leadership Institute</td>
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<td>Urban Land Institute</td>
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<td>Virginia Beach Vision</td>
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<td>Empower Hampton Roads</td>
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<td>Lions Club</td>
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<td>Hampton Roads Center for Civic Engagement</td>
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<td>Future of Hampton Roads</td>
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<td>Senior Services of Southeastern Virginia</td>
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<td><strong>Trade organizations</strong></td>
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<td>Intelligent Transportation Society of Virginia</td>
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<td>American Public Works Association</td>
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<td>Virginia Ship Repair Association</td>
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<td>Conference of Minority Transportation Officials</td>
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<td>Design-Build Institute of America</td>
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<td>Virginia Section: Institute of Transportation Engineers</td>
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<td>Ghent Business Association</td>
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<td>Hampton Roads Association from Commercial Real Estate</td>
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<td>Virginia Transit Association</td>
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<td><strong>Citizen groups</strong></td>
<td>League of Women Voters</td>
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<td>James City County Citizens Coalition</td>
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<td><strong>Media outlets</strong></td>
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<td>Inside Business</td>
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<td>WHRE</td>
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Regional Libraries in Hampton Roads
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<thead>
<tr>
<th>Library</th>
<th>Address</th>
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<th>Zip_Code</th>
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<tr>
<td>Carrollton Library</td>
<td>14362 New Towne Haven Lane</td>
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<td>Indian River Library</td>
<td>2320 Old Greenbrier Road</td>
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<td>South Norfolk Memorial Library</td>
<td>1100 Poindexter Street</td>
<td>Chesapeake</td>
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<td>Dr. Clarence V. Cuffee Library</td>
<td>2726 Border Road</td>
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<td>Chesapeake Central Library</td>
<td>298 Cedar Road</td>
<td>Chesapeake</td>
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<td>Russell Memorial Library</td>
<td>2808 Taylor Road</td>
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<td>Major Hillard Library</td>
<td>824 Old George Washington Highway, N.</td>
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<td>Gloucester Library</td>
<td>6920 Main Street</td>
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<td>23061</td>
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<td>Northampton Branch Library</td>
<td>936 Big Bethel Road</td>
<td>Hampton</td>
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<tr>
<td>Phoebus Branch Library</td>
<td>1 South Mallory Street</td>
<td>Hampton</td>
<td>23663</td>
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<tr>
<td>George Wythe Law Library</td>
<td>101 Kings Way, 2nd Floor</td>
<td>Hampton</td>
<td>23669</td>
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<tr>
<td>The William R. and Norma B. Harvey Library</td>
<td>130 E Tyler Street</td>
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<td>Hampton Main Library</td>
<td>4207 Victoria Boulevard</td>
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<td>Willow Oaks Branch Library</td>
<td>227 Fox Hill Road</td>
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<td>Gloucester Pt. Branch Library</td>
<td>1720 George Washington Memorial Highway</td>
<td>Hayes</td>
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<td>Newport News Main Library</td>
<td>110 Main Street</td>
<td>Newport News</td>
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<td>Grissom Library</td>
<td>366 DeShazor Drive</td>
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<td>Pearl Bailey Library</td>
<td>2510 Wickham Avenue</td>
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<td>West Avenue Library</td>
<td>2907 West Avenue</td>
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<td>Public Law Library</td>
<td>2501 Washington Avenue</td>
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<td>Library Administration</td>
<td>700 Town Center Drive</td>
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<td>The Mariners’ Museum Library</td>
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<tr>
<td>Barron F. Black Branch Library</td>
<td>6700 E. Tanners Creek Drive</td>
<td>Norfolk</td>
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<td>Bylyden Branch Library</td>
<td>879 E. Princess Anne Road</td>
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<td>Horace C. Downing Branch Library</td>
<td>555 E. Liberty Street</td>
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<td>Janaf Branch Library</td>
<td>124 Janaf Shopping Center</td>
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<td>Jordan-Newby Branch Library</td>
<td>961 Park Avenue</td>
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<td>Lafayette Branch Library</td>
<td>1610 Cromwell Drive</td>
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<td>Little Creek Branch Library</td>
<td>7853 Tarpon Place</td>
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<td>Park Place Branch Library</td>
<td>620 West 29th Street</td>
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<td>Van Wyck Branch Library</td>
<td>1368 DeBree Avenue</td>
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<td>Mary D. Prettlow Anchor Branch Library</td>
<td>111 W. Ocean View Avenue</td>
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<td>Norfolk Main Library</td>
<td>235 East Plume Street</td>
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<td>Larchmont Branch Library</td>
<td>6525 Hampton Boulevard</td>
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<td>Poquoson Public Library</td>
<td>500 City Hall Avenue</td>
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<td>Portsmouth Main Library</td>
<td>601 Court Street</td>
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<td>Churchland Branch Library</td>
<td>3215 Academy Avenue</td>
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<td>Craddock Branch</td>
<td>28 Prospect Parkway</td>
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<td>Manor Branch</td>
<td>1401 Elmhurst Lane</td>
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<td>Smithfield Library</td>
<td>255 James Street</td>
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<td>North Suffolk Library</td>
<td>2000 Bennett’s Creek Park Rd</td>
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<td>Morgan Memorial Library</td>
<td>443 W. Washington Street</td>
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<td>Chuckatuck Branch</td>
<td>5881 Godwin Boulevard</td>
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<td>Oceanfront Area Library</td>
<td>700 Virginia Beach Boulevard</td>
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<tr>
<td>South Rosemont Youth Library</td>
<td>1503 Competitor Court</td>
<td>Virginia Beach</td>
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<td>Meyera E. Oberndorf Central Library</td>
<td>4100 Virginia Beach Boulevard</td>
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<td>Bayside Special Service Library</td>
<td>936 Independence Boulevard</td>
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<td>1251 Bayne Drive</td>
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<td>Kempsville Area Library</td>
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<td>Princess Anne Area Library</td>
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<td>7770 Croaker Road</td>
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<td>18 Duke Street/PO Box 346</td>
<td>Windsor</td>
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<td>Yorktown Library</td>
<td>8500 George Washington Memorial Highway</td>
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LRTP Surveys, Results, and Responses
Survey to Transportation Technical Advisory Committee
Survey given to: TTAC voting members
Survey period: 12/9/08 through 12/22/08
Survey method: web; url was www.surveymonkey.com/s.aspx?sm=8vNPKY6dmBZCLALBeNrp_2fw_3d_3d

Survey questions:

1. MARKETING OF THE LONG-RANGE PLAN

Q. A "marketing" name for the 2034 LRTP could help with getting the word out about our efforts and would help with interaction with the public. For example, "Fast Forward 2034" would be easier to remember than "2034 Long-Range Transportation Plan".

If you have any ideas for a name (ideally both memorable and descriptive of what we are trying to accomplish), please provide it below.

2. CANDIDATE PROJECTS

Q. One of the milestones of the development of the LRTP is the collection of candidate projects. These are projects that are to be considered for inclusion in the LRP but may not make it to the final LRTP due to the fiscal constraint requirement.

In the past, we have gone to considerable effort to develop estimates of future year highway congestion for the region (about 1,400 road segments) prior to collecting ideas for candidate projects. Would this highway congestion information influence what projects you submit as candidate projects?

A. The map of the location of expected congestion in 2034 would be very helpful in developing a list of candidate projects for 2034.

We already know what projects we would like considered and do not need a congestion map.

Additional comments on this subject?

3. PUBLIC PARTICIPATION
Public participation is always a challenge, trying to balance time and resources with effectiveness of the efforts. If you have any ideas for more effectively engaging the public, please let us know.

4. VISION PLAN

A "vision plan" for the region would illustrate what the region's transportation system might look like, if not limited to a specific timeline and fiscal constraint requirements. Only a fiscally constrained plan is required for the region. Do you think that a vision plan should be developed in addition to the fiscally-constrained plan?

Yes / No

5. MEETINGS

How often would you like to have a meeting regarding the development of the 2034 LRTP?

Once per month (12x per year)

Every other month (6x per year)

Every third month (4x per year)

As needed

6. VISION STATEMENT

A vision statement would lay out the general direction and theme for the 2034 LRTP. While SAFETEA-LU does have several planning factors that must be taken into account, our 2034 LRTP can have a statement specific to our region which portrays which factors best describe what our region is trying to achieve by 2034, given the fiscal constraint requirements.

If you DO NOT see the benefit of a vision statement in the 2034 LRTP, please leave this question blank (you can leave comments in the text box at the bottom if you'd like to further explain).
If you DO want a vision statement included in the LRP, imagine that you have $1.00 to invest on the following broad items and allocate this dollar as you wish.

Economic vitality
Transit expansion
Environmental concerns
Maintenance of existing infrastructure
Land-use efforts
Non-motorized (bike/ped)
Connectivity across modes
ITS
Highway expansion
Safety
Freight
TDM-type programs
Other

7. ADDITIONAL IDEAS

What other ideas or comments do you have regarding the 2034 Long-Range Plan?
2034 LRP Development
Survey of TTAC Voting Members

Transportation Technical Advisory Committee
January 6, 2009
Andy Pickard, PE, AICP
Principal Transportation Engineer
Background

An online survey was created and sent to TTAC voting members for the purpose of getting feedback on broad topics related to the development of the 2034 LRTP.

Survey was hosted on surveymonkey.com and made available for two weeks (Dec. 9 to Dec. 22).
Meetings

How often would you like to have a meeting regarding the development of the 2034 LRTP?

- As needed: 29%
- Every third month: 33%
- Every other month: 21%
- Once per month: 17%
- As needed: 29%
Marketing

Ideas for a “marketing” name for the 2034 LRTP.

Free Flow 2034
Movement 2034
Navigating Hampton Roads
Forward 2034  (Forward Hampton Roads was already used)
Travel to 2034
Move 2034
Hampton Roads Vision to 2034
Hampton Roads Regional Connections 2034
Avoiding Gridlock - 2034
Transport 2034
Transfer 2034
Greater Hampton Roads
Envision Hampton Roads
Better Hampton Roads  (already used by a TV segment)
Vision Statement

Imagine that you have $1.00 to invest on the following broad items and allocate this dollar as you wish.

- Transit expansion: 17%
- Maintenance of existing infrastructure: 15%
- Highway expansion: 9%
- Environmental concerns: 9%
- Connectivity across modes: 8%
- Economic vitality: 6%
- Land-use efforts: 6%
- ITS: 7%
- Non-motorized (bike/ped): 7%
- Safety: 7%
- Freight: 5%
- TDM-type programs: 4%
Public Participation

Ideas for public participation?

Summary of responses:
• videos
• web page
• use of visuals
• TV ads
• kiosk
• give away a TV at public meetings
• public participation at a more local level
• hold meetings at different times
• charettes
Candidate Projects

Would providing you with estimates of future year highway congestion for the region (about 1,400 road segments) prior to collecting ideas for candidate projects be helpful?

- Not needed: 35%
- Helpful: 65%
Vision Plan

Do you think that a vision plan should be developed in addition to the fiscally-constrained plan?

- Yes: 87%
- No: 13%
Additional Ideas

What other ideas or comments do you have regarding the 2034 Long-Range Plan?

Summary of responses:

• Some way to evaluate the performance of past plans
• List of projects should be mapped out and posted in the meeting room as a reminder of the projects the plan.
• A vision plan would be key to have a goal to work towards.
• Include the Third Crossing with a special lane for mass transit
• There needs to be a regional land use plan
• It must have alternative modes of transportation
• We must grapple with the issue of failing bridges ... that are outside the "Maintenance Planning" window of VDOT.
• Whoever is in charge of the respective funds ought to be the one who decides how those funds are going to be expended
Action Items

Update / meet with TTAC quarterly (or more frequently as needed.)

FY09:

Plan content:
• Develop a vision statement for the LRTP.
• Develop map and table of 2034 existing plus committed highway congestion.
• Collect candidate projects for inclusion in 2034 LRTP.
• Regional bike network gaps analysis.
• Ridership and cost estimates for Transit Vision Plan (via consultant).

Outreach:
• Determine a marketing name for the LRTP.
• Create a 2034 LRTP web page.
**Action Items**

*(Draft) FY10:*

*Plan content:*

- Develop a methodology for evaluating candidate 2034 LRTP projects.
- Collect costs for candidate highway projects (via VDOT).
- Develop a transportation system Vision Plan.
  - This effort cannot delay development of fiscally-constrained LRP.
- Regional land-use map and research.

*Outreach:*

- Continue update of 2034 LRTP webpage.
- Public meeting in some form.
- Other media to be determined.
Regional Priorities/Vision Public Survey
What will Hampton Roads look like in the year 2034? - Will we be a vibrant, livable community with access to safe and reliable transportation choices for generations to come?

The Hampton Roads Transportation Planning Organization, the regional transportation planning agency for Hampton Roads, is updating the long-range transportation plan – the blueprint for our region’s transportation future. This update, entitled Navigating the Future, has a horizon year of 2034 and will address road, transit, freight, bicycle and pedestrian needs for the region.

Help us navigate the Region’s future!

Please visit www.KeepHamptonRoadsMoving.com and complete our quick survey. Your input and suggestions will help develop a clear understanding of transportation issues, needs and vision for the entire Hampton Roads community.

For a paper copy of the survey, please contact: Dale Stith at 757-420-8300 or dstith@hrpdcvca.gov

Together we can...

Keep Hampton Roads Moving!

www.KeepHamptonRoadsMoving.com
Navigating the Future
Hampton Roads 2034 Long-Range Transportation Plan

What will Hampton Roads look like in the year 2034? – Where will we live? How will we get around? What transportation choices will be available for the next generation?

The Hampton Roads metropolitan planning organization, the regional transportation planning agency for Hampton Roads, is updating the long-range transportation plan – the blueprint for our region’s transportation future. This update, entitled Navigating the Future, has a horizon year of 2034 and will address road, transit, freight, bicycle and pedestrian needs for the region.

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The Regional Building
723 Woodlake Drive
Chesapeake, Virginia 23320

Clean Air
Access
Safety
Mobility
Options
Livable Communities

Together we can...
Keep Hampton Roads Moving!
www.KeepHamptonRoadsMoving.com
Imagine the year 2034 - what will Hampton Roads look like? Where will we live? How will we get around? What transportation choices will be available for the next generation?

The Hampton Roads Transportation Planning Organization (HRTPO), the regional transportation planning agency for Hampton Roads, is updating the long-range transportation plan - the blueprint for our region’s transportation future. This update, entitled Navigating the Future, has a horizon year of 2034 and will address road, transit, freight, bicycle and pedestrian needs for the region.

Help us navigate the region’s future! Please take this 15 question survey (10 required and five optional). It should only take you about eight minutes to complete and will help guide transportation in the region. Your input and suggestions will help HRTPO develop a clear understanding of transportation issues, needs and vision for the entire Hampton Roads community.

Thank you!

1) What do you believe are the most important issues facing the Hampton Roads region?
(Choose two)

- Building and maintaining a competitive regional economy
- Cleaning up the environment/Improving air quality
- Curbing sprawl
- Dealing with global warming and greenhouse gas emissions
- Improving transportation infrastructure and reducing congestion
- Increasing housing variety and affordability
- Increasing regional cooperation
- Preserving open space/farmland and improving parks and recreational opportunities
- Reducing Crime
- Revitalizing urban centers and towns
- Rising home and automobile energy costs
- Other
2) Where in the Hampton Roads region should most future residential development be encouraged? (Rank answers where 1 equals the “least” preferred and 4 equals the “most” preferred)

- Existing downtown/core areas
- Older suburban areas
- Newer suburban areas
- Undeveloped rural areas

3) Where in the Hampton Roads region should most future commercial/residential development be encouraged? (Rank answers where 1 equals the “least” preferred and 4 equals the “most” preferred)

- Existing downtown/core areas
- Older suburban areas
- Newer suburban areas
- Undeveloped rural areas

4) What is the most effective way to manage future development? (Choose two)

- Implement more effective zoning and design controls
- Increase regional cooperation and coordination (i.e. multi-municipal plans and ordinances)
- Link new development to available water, sewer and transportation infrastructure
- Place mixed-use development (i.e. housing, office space and stores) near transit stops
- Purchase undeveloped land or farmland to limit development
- No controls should be placed on development

5) What do you think is the most effective way to reduce transportation congestion in our region? (Choose two)

- Adding freight capacity (i.e. freight rail improvements, port improvements)
- Adequate, dedicated transportation funding
- Expanding the highway system
- Expanding the transit system
- Improving coordination of landuse and transportation planning
- Improving the operation of existing highway facilities (i.e. coordinate traffic signals, improve road safety)
- Improving the operation of existing transit service
- Maintaining existing transportation system (i.e. repair roads, bridges, transit facilities, etc.)
- Providing more biking and walking facilities
- Providing passenger rail service between metro areas
- Other
6) Which of the following would you prefer to see more of in Hampton Roads? (Choose two)

- Bicycle lanes and trails
- Buses
- Highways
- Improved traffic flow
- Sidewalks/Crosswalks

7) What is your most important consideration in deciding where to live in the region? (Choose two)

- Access to arts, cultural, and entertainment venues
- Amount of land/lot size
- Proximity to jobs and shopping
- Proximity to open space, parks, and outdoor recreational facilities
- Proximity to transit
- Quality of schools
- Safe and comfortable walking and biking opportunities
- Sense of community
- Other

8) What is the most critical transportation issue in your neighborhood?

- Lack of highway or road network
- Lack of sidewalks/crosswalks
- Lack of transit service
- Landuse and transportation coordination
- Safety issues (i.e. speeding, red light running, etc.)
- Traffic congestion
- Other

9) In what zip code do you reside? (Used only to determine if surveys received cover the region)

[Blank space for zip code]

10) How did you learn of this survey?

- Email
- Library
- Other
OPTIONAL

11) Do you have ideas about *specific transportation projects/locations for projects*? (Limit 350 characters)

12) Do you have ideas about *specific transportation policies/programs* that you believe would be beneficial to the region? (Limit 350 characters)

13) If you could change one thing about the Hampton Roads region, what would it be? (Limit 350 characters)

14) If you could preserve one thing about the Hampton Roads region, what would it be? (Limit 350 characters)

15) What is your vision of Hampton Roads in 2034? (Limit 350 characters)
1. What do you believe are the most important issues facing the Hampton Roads region? (Choose two)

- Improving transportation infrastructure and reducing congestion
- Building and maintaining a competitive regional economy
- Increasing regional cooperation
- Reducing Crime
- Preserving open space/farmland and improving parks and recreational opportunities
- Curbing sprawl
- Cleaning up the environment/Improving air quality
- Revitalizing urban centers and towns
- Increasing housing variety and affordability
- Dealing with global warming and greenhouse gas emissions
- Rising home and automobile energy costs
- Preserving open space/farmland and improving parks and recreational opportunities
- Other

[Bar chart showing the percentage of responses for each issue]
2. Where in the Hampton Roads region should most future residential development be encouraged? (Rank answers where 1 equals the "least" preferred and 4 equals the "most" preferred) Ranking

- Existing downtown/core areas
- Older suburban areas
- Newer suburban areas
- Undeveloped rural areas
3. Where in the Hampton Roads region should most future commercial/business development be encouraged? (Rank answers where 1 equals the "least" preferred and 4 equals the "most" preferred)

Ranking

- Existing downtown/core areas
- Older suburban areas
- Newer suburban areas
- Undeveloped rural areas
4. What is the most effective way to manage future development? (Choose two)
5. What do you think is the most effective way to reduce transportation congestion in our region? (Choose two) Response Ratio

- Expanding the transit system
- Providing passenger rail service between metro areas
- Adequate, dedicated transportation funding
- Improving coordination of land use and transportation planning
- Expanding the highway system
- Improving the operation of existing highway facilities (i.e. coordinate traffic signals, improve road safety)
- Maintaining existing transportation system (i.e. repair roads, bridges, transit services, etc.)
- Providing more biking and walking facilities
- Improving the operation of existing transit service
- Adding freight capacity (i.e. freight rail improvements, port improvements)
- Other
6. Which of the following would you prefer to see more of in Hampton Roads? (Choose two) Response Ratio

- Transit
- Improved traffic flow
- Bicycle Lanes and trails
- Highways
- Sidewalks/Crosswalks

Response Ratio:

- 43
- 43
- 2034 LRTP Public Involvement Appendix
7. What is your most important consideration in deciding where to live in the region? (Choose two) Response Ratio

- Proximity to jobs and shopping
- Quality of schools
- Sense of community
- Safe and comfortable walking and biking opportunities
- Proximity to open space, parks and outdoor recreational facilities
- Access to arts, cultural and entertainment venues
- Amount of land/lot size
- Proximity to transit
- Other
8. What is the most critical transportation issue in your neighborhood?

Response Ratio

- Traffic congestion
- Lack of transit service
- Safety issues (i.e. speeding, red light running, etc.)
- Lack of sidewalks/crosswalks
- Other
- Land use and transportation coordination
- Lack of highway or road network
- No Responses
10. How did you learn of this survey? Response Ratio

- Email: 80%
- No Responses: 10%
- Other: 5%
- Library: 5%
Do you have ideas about specific transportation policies/programs that you believe would be beneficial to the region?

Number of Responses: 267

**This was an open-ended question. HRTPO staff created categories to summarize ideas received**

- Increase Accessibility/Mobility: 75 responses
- Transportation Funding: 67 responses
- Improve Connectivity: 62 responses
- Regionalism: 33 responses
- Coordination with Landuse: 28 responses
- Miscellaneous: 28 responses
- Improve Operations: 27 responses
- Preservation/Maintenance of Existing Roads: 9 responses
- Transit: 9 responses
- Enhance Safety and Security: 7 responses
- Protect the Environment: 6 responses
- Better Public Involvement: 3 responses
If you could change one thing about the Hampton Roads region, what would it be?

**Number of Responses: 422**

**This was an open-ended question. HRTPO staff created categories to summarize ideas received.**

- Regionalism: 124
- Accessibility/Mobility: 111
- Connectivity: 95
- Transit: 62
- Landuse: 58
- Miscellaneous: 43
- Management/Operations: 27
- Safety and Security: 19
- Environment: 11
- Economic Vitality: 11
- Preservation/Maintenance of Existing Roads: 7
- Transportation Funding: 7
- Public Involvement: 1
If you could preserve one thing about the Hampton Roads region, what would it be?

Number of Responses: 365

**This was an open-ended question. HRTPO staff created categories to summarize ideas received**

- Environment: 278
- Economic Vitality: 43
- Landuse: 33
- Accessibility/Mobility: 22
- Miscellaneous: 12
- Regionalism: 11
- Connectivity: 4
- Management/Operations: 2
- Preservation/Maintenance of Existing Roads: 1
What is your vision of Hampton Roads in the year 2034?
Number of Responses: 324

**This was an open-ended question. HRTPO staff created categories to summarize ideas received**

- Connectivity: 153
- Environment: 91
- Regionalism: 76
- Landuse: 48
- Economic Vitality: 39
- Miscellaneous: 25
- Accessibility/Mobility: 11
- Preservation/Maintenance of Existing Roads: 7
- Management/Operations: 3
- Transportation Funding: 2
Survey Response by Zip Code

Survey Responses
- 1-7 Responses
- 8-14 Responses
- 15-21 Responses
- 22-28 Responses
- 29-34 Responses

Note: Map generated from optional question on survey (not all respondents submitted Zip Code)
523 Zip Codes recorded out of approximately 700 surveys
### Constant Contact Survey Results

**Survey Name:** Copy of 2034 LRP Vision Survey  
**Response Status:** Partial & Completed  
**Filter:** None  
**Date:** May 27, 2009 7:25:21 AM

### 1. What do you believe are the most important issues facing the Hampton Roads region? (Choose two) - Other responses

<table>
<thead>
<tr>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. CREATING GOOD JOBS &amp; 2. PROVIDING GOOD EDUCATIONAL OPPORTUNITIES</td>
</tr>
<tr>
<td>Ridiculous abuse of people living off of social services/welfare/Sec. 8</td>
</tr>
<tr>
<td>Regarding transportation, &quot;improving transportation across the rivers&quot;</td>
</tr>
<tr>
<td>high school failure rate</td>
</tr>
<tr>
<td>educating students for 21st century jobs</td>
</tr>
<tr>
<td>Preserve local waterways navigation and quality</td>
</tr>
<tr>
<td>connecting employment centers to minimizing driving</td>
</tr>
<tr>
<td>Educating strong workforce</td>
</tr>
<tr>
<td>Building a higher ed/med complex</td>
</tr>
<tr>
<td>improving public transit options</td>
</tr>
<tr>
<td>Fast, frequent, comfortable intercity passenger rail to DC</td>
</tr>
<tr>
<td>regional light rail transit</td>
</tr>
<tr>
<td>improving the education system</td>
</tr>
<tr>
<td>Decreasing pollution of our waterways</td>
</tr>
<tr>
<td>Mass Trasportation</td>
</tr>
<tr>
<td>Improving the public school systems</td>
</tr>
<tr>
<td>reducing wasteful spending</td>
</tr>
<tr>
<td>road repairs</td>
</tr>
<tr>
<td>Clean water, clean energy supply</td>
</tr>
<tr>
<td>deciding whether growth means Vision for sustainable enjoyable neighborhoods</td>
</tr>
<tr>
<td>cut $$ waste by st. govt.</td>
</tr>
<tr>
<td>homelessness</td>
</tr>
<tr>
<td>add well paying jobs</td>
</tr>
<tr>
<td>providing a reasonably safe hurricane/emergency routes out of HR area</td>
</tr>
</tbody>
</table>

### 2. Where in the Hampton Roads region should most future residential development be encouraged?

**Answer**

[No 'Other' Responses]

### 3. Where in the Hampton Roads region should most future commercial/business development be encouraged?

**Answer**

[No 'Other' Responses]
4. What is the most effective way to manage future development? (Choose two) - Other responses

**Answer**

<table>
<thead>
<tr>
<th>Suggestion</th>
</tr>
</thead>
<tbody>
<tr>
<td>END PRIVATE OWNERSHIP OF LAND</td>
</tr>
<tr>
<td>limit contractors buying all available land - we need NATURE, not more houses</td>
</tr>
<tr>
<td>Plan for what is really expected (sprawl) and not for utopian transit visions</td>
</tr>
<tr>
<td>Eliminate the Dillon Rule</td>
</tr>
<tr>
<td>Peninsula leave TPO</td>
</tr>
<tr>
<td>Va laws limit effective mgmt; All of the above</td>
</tr>
<tr>
<td>Make sure that new developments bear the cost of water and sewer linkage</td>
</tr>
<tr>
<td>Develop what? We don't really need anything</td>
</tr>
<tr>
<td>UTILIZE THE BUILDINGS THAT ARE ALREADY THERE AND EMPTY</td>
</tr>
<tr>
<td>Regional revenue sharing</td>
</tr>
<tr>
<td>Develop the &quot;corridors&quot; identified in the Transit Vision Plan 2034</td>
</tr>
<tr>
<td>get rid of the current leaders who abuse their power and prevent growth.</td>
</tr>
<tr>
<td>New development should charge more to cover roads, schools, etc.</td>
</tr>
<tr>
<td>do not remove current businesses, work with them to develop their area.</td>
</tr>
<tr>
<td>by not destroying our natural environment more than it already is...</td>
</tr>
<tr>
<td>Clean water, clean energy supply</td>
</tr>
<tr>
<td>use Vision overlays which can be relied upon for planning and public considerati</td>
</tr>
<tr>
<td>Clean up what we have rather than building new.</td>
</tr>
<tr>
<td>let free enterprise mind it, no govt.</td>
</tr>
<tr>
<td>give localities more power to direct development; revisit the Dillon Rule</td>
</tr>
<tr>
<td>Have developers spend only their own money on 'more of the same' projects.</td>
</tr>
<tr>
<td>Increase sustainability assessment/planning</td>
</tr>
<tr>
<td>Use BRAC to our benefit with zoning</td>
</tr>
<tr>
<td>create well paying jobs</td>
</tr>
</tbody>
</table>

5. What do you think is the most effective way to reduce transportation congestion in our region? (Choose two) - Other responses

**Answer**

<table>
<thead>
<tr>
<th>Suggestion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Having a transit authority that listens to the needs of the community</td>
</tr>
<tr>
<td>decentralize employment centers! stop building everything in the same places.</td>
</tr>
<tr>
<td>Providing reliable public transportation mix</td>
</tr>
<tr>
<td>adding light rail services</td>
</tr>
<tr>
<td>High Speed Rail from South Side to DC with stops at logical congestion areas</td>
</tr>
<tr>
<td>1. END PRIVATE VEH. OWNERSHIP, 2. PROVIDE EXTENSIVE, INTEGRATED TRANSIT SYSTEM</td>
</tr>
<tr>
<td>Limit/control growth</td>
</tr>
<tr>
<td>new roadways such as 3rd crossing are essential as is funding</td>
</tr>
<tr>
<td>Widen Mid-Town Tunnel</td>
</tr>
<tr>
<td>implementing more effective coordination of land use &amp; all modes of transporation</td>
</tr>
<tr>
<td>carbon or fuel taxes to pay for improved transit service</td>
</tr>
</tbody>
</table>
create housing closer to work areas
Peninsula leave TPO
light rail
extensive light rail system
properly managing land use
limit new increases in population
Tolls and fees
Raise taxes on gas
Building complete communities so you don’t have to travel
increase gas tax
Decreasing building
The Third Crossing
Remove HOV requirements and keep the lanes open at all times.
Creation of more affordable housing
Tolls on the major roadways, gasoline tax
I think we should concentrate on the poor conditions of the road currently
LIGHT RAIL SYSTEM TO ALL OF HR
Commuter Rail Service
Time & cost efficient public transportation, including Suffolk & rural areas
create 3rd crossing
adding rail freight and passenger capacity
USA Rail is filthy/disgusting. Need to follow Europe’s design.
Allow more people to work from home or offer more flexible schedules.
help all of us to understand planning and best practices
Dedicated transportation funding that includes biking and walking facilities
open HOV lanes to all traffic
incentivize shorter distance commutes
rail rail rail, freight and/or passenger
tolls on tunnels & interstates
create another bridge or tunnel in case of natural disaster or terrorists attack

**7. What is your most important consideration in deciding where to live in the region? (Choose two) - Other responses**

**Answer**

overall safety
Proximity to Interstate access
Affordability
AFFORDABILITY
Crime Stats
SAFETY!!! too much crime in HR! It's ridiculous!
Affordable, safe housing
<table>
<thead>
<tr>
<th>Intact historic neighborhoods</th>
</tr>
</thead>
<tbody>
<tr>
<td>my family is now 45 miles away!!</td>
</tr>
<tr>
<td>housing cost</td>
</tr>
<tr>
<td>Proximity of illegal immigrants</td>
</tr>
<tr>
<td>political views of residents, as reflected in election returns</td>
</tr>
<tr>
<td>Quality and style of houses/neighborhood, golf course</td>
</tr>
<tr>
<td>all of the above</td>
</tr>
<tr>
<td>Politics</td>
</tr>
<tr>
<td>Safe community</td>
</tr>
<tr>
<td>proximity to waterfront</td>
</tr>
<tr>
<td>liked the house &amp; the view</td>
</tr>
<tr>
<td>affordability!!!!</td>
</tr>
<tr>
<td>no traffic</td>
</tr>
<tr>
<td>Strength of Church in Community</td>
</tr>
<tr>
<td>Cost</td>
</tr>
<tr>
<td>affordable one story homes</td>
</tr>
<tr>
<td>price</td>
</tr>
<tr>
<td>safe neighborhood</td>
</tr>
<tr>
<td>Proximity to health care services</td>
</tr>
<tr>
<td>Affordability. There is not reason this housing market should be so high.</td>
</tr>
<tr>
<td>safety</td>
</tr>
<tr>
<td>amount of crime in community/surrounding neighborhoods</td>
</tr>
<tr>
<td>Safe community to raise children</td>
</tr>
<tr>
<td>proximity to the beach/town center</td>
</tr>
<tr>
<td>Convenient location</td>
</tr>
<tr>
<td>low crime, good value for price</td>
</tr>
<tr>
<td>crime rate</td>
</tr>
<tr>
<td>safety</td>
</tr>
<tr>
<td>Direction of traffic congestion, i.e. make sure I am against rush hour traffic.</td>
</tr>
<tr>
<td>Safe, healthy, affordable, access to vital services</td>
</tr>
<tr>
<td>Low traffic congestion</td>
</tr>
<tr>
<td>Good Local Government</td>
</tr>
<tr>
<td>access to navigable water</td>
</tr>
<tr>
<td>historic district</td>
</tr>
<tr>
<td>low traffic areas</td>
</tr>
<tr>
<td>Road accessibility for work</td>
</tr>
<tr>
<td>Cost</td>
</tr>
<tr>
<td>lowest crime &amp; no homeowner gestopo</td>
</tr>
<tr>
<td>safety of neighborhood</td>
</tr>
<tr>
<td>Answer</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------</td>
</tr>
<tr>
<td>u-turns</td>
</tr>
<tr>
<td>Lack of maintenance on sidewalks</td>
</tr>
<tr>
<td>we need a metro system like NYC or DC!!</td>
</tr>
<tr>
<td>road repair/maintenance</td>
</tr>
<tr>
<td>my neighborhood has no critical transportation issues</td>
</tr>
<tr>
<td>schools</td>
</tr>
<tr>
<td>parents not supervising kids playing in streets</td>
</tr>
<tr>
<td>none I live in a mixed use area</td>
</tr>
<tr>
<td>I don't live in one...</td>
</tr>
<tr>
<td>lack of access to light rail</td>
</tr>
<tr>
<td>All is fine in my neighborhood.</td>
</tr>
<tr>
<td>Light timing</td>
</tr>
<tr>
<td>lack of direct transit service to downtown</td>
</tr>
<tr>
<td>Light Rail</td>
</tr>
<tr>
<td>subdivision streets are too wide</td>
</tr>
<tr>
<td>lack of bike paths</td>
</tr>
<tr>
<td>lack of bicycle options</td>
</tr>
<tr>
<td>Need Third Crossing</td>
</tr>
<tr>
<td>no rail transit</td>
</tr>
<tr>
<td>narrow roads</td>
</tr>
<tr>
<td>Narrow streets</td>
</tr>
<tr>
<td>none</td>
</tr>
<tr>
<td>n/a</td>
</tr>
<tr>
<td>crime</td>
</tr>
<tr>
<td>Children playing in streets</td>
</tr>
<tr>
<td>Cyclists using a major road that cannot accommodate them.</td>
</tr>
<tr>
<td>Transit service that goes directly downtown, where the action is</td>
</tr>
<tr>
<td>No sidewalks and idiot drivers that ignore traffic laws.</td>
</tr>
<tr>
<td>sidewalks in disrepair/cracked &amp; broken</td>
</tr>
<tr>
<td>Narrow 2-lane roads w/ no shoulders for cyclists.</td>
</tr>
<tr>
<td>Poorly timed traffic lights</td>
</tr>
<tr>
<td>no continuous bike trails</td>
</tr>
<tr>
<td>Extremely poor quality of roads (some not even paved)</td>
</tr>
</tbody>
</table>
Lack of public transportation for business people
parking on street
not pedestrian/biking friendly as lacking sidewalks/speedlimit set too high
proximity to heavy truck routes
no issue for me
parking
None
none of the above
horrible pot holes and traffic congestion due to street near busy intersection
no curb and gutter to define roadway
Road(s) in poor condition
Not close enough to shopping, must drive to get places
Maintenance of existing infrastructure
The Steel Bridge
parking
more pleasant walking for short errands ie. grocery, pharmacy, library
Traffic within the neighborhood is OK, intercity and regional is not.
parking
Tunnel congestion
on-street parking
funding to support initiatives
congestion at downtown & midtown tunnels
drainage
Narrow Country Roads
Unsafe rural roads
Lack of connected bike routes
only one ingress to theneighborhood

9. In what zip code do you reside? (Used only to determine if surveys received cover the region) - Responses
Answer
(See Map)

10. How did you learn of this survey? - Other responses
Answer
VBClean
e-mail
participating in pilot phase
emailed to me
Boss
Colleague
e-mail to me
Friend
Friend
It was sent to me
Friend
Urbanplanet
coworker
pdc email
a friend
Forward from co-worker
coworker
Colleague
WR Systems
Employer
coworker
Work - WR Systems
work
work colleague
Am on Regional Issues Committee
co-worker
friend
sent to me
friend
Nisha Thuruthy
JCC County Administrator
family member works for company
work email
Employer
work
Friend sent it to me
civic league
Friend
niece
facebook
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York County Staff
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received it in an e-mail
Web site
?
11. Do you have ideas about specific transportation projects/locations for projects? (Limit 350 characters) - Responses

Answer

- Widen I-64 from NN to Richmond. 3rd Crossing and/or HRBT improvement, SE Expressway.
- Start a project and complete as quickly as possible before starting a new project up the road a little ways.
- a 3rd crossing between the Peninsula and Southside.
- Greenbelt parkway
- Mass transit between Norfolk & VB
- Third crossing between Peninsula & Southside
- Light rail that connects, VB, Norfolk, Naval facilities, Portsmouth, Hampton
- NO TOLLS -- The entire Commonwealth benefits from the commerce generated in Hampton Roads, impose a state sales tax to fund transportation.
- High speed local rail is much more efficient than Light Rail.
- Highway congestion could be greatly mitigated if HRT devoted more time and effort to listening to options rather than imposing them.
- Flex commuting, telecommuting and 10 hour days all work in Newport News... Why not provide incentives for these which could help NOW?
- Commuter rail from the southside to the Peninsula would significantly reduce road congestion in the MMBT. Anything providing a reliable and efficient link between very congested areas to areas where there is still open space (Surry, Sussex, & Southampton don't have a traffic problem) could open up economic development and employment for the region.
- Follow existing (rarely used) rail lines to implement a light rail system to connect at least SOME places (rather than NONE as is currently the problem). A rail stop in Town Center would be great. Another at the beach. A line crossing over to the peninsula also is a must.
- Improve/widen I-64 between Newport News and I-264.
- Develop a third Hampton Roads crossing adjacent to HRBT. Include facilities for Light Rail extension in the future. Construct SE Parkway as a toll road
- 3rd Crossing, Higher-speed rail corridor and passenger service from HR to Richmond connecting to the SEHSRC. HRBT Expansion, Downtown/Mid-town tunnels, I-64/I264 Interchange...
1. Long-term light rail connecting all southside communities.
2. Third crossing from Terminal Blvd to 664
3. New RT. 460 to improve commercial access to ports.
4. Passenger rail to southside from Petersburg, to link with light rail.

The road infrastructure around Town Center - Va Beach, is inadequate and is a significant source of frustration. More red light cameras. More effort to hold construction on highways to non-peek traffic times. More up to date reporting of congestion and associated options. We need a Terminal Blvd-like access from 64 to ODU area.

Transit needs to be more ubiquitous in order to discourage personal vehicle usage.

1. Improving Indian River Road Corridor
2. Widening Centerville Turnpike

I believe it is vital to create transportation infrastructure that relieves pressure from port traffic and the non-accident related bottle necks that form at our area's bridges and tunnels. I support the Third-crossing of the Hampton Roads harbor, and believe that additional travel lanes are needed across/under our tidal waterways.

1. third crossing is essential (either option)
2. Midtunnel expansion (bring back Ghent Bypass option) with Portsmouth link to I-264
3. I-264 interchange improvements (as planned) in VB
4. LRT runs to Norfolk Naval Station
5. Elbow Rd. widened and extended substitutes for Southeastern Parkway.

Light Rail should connect Downtown Norfolk, Norfolk Naval base, VB Town Center, VB Beach Front, VB Convention Center. I like the high speed loop train proposal between Hampton Roads and Richmond, but like to see it connect Peninsula and Southside.

Encourage re-development as opposed to new development which strips the land of vegetation and further impairs regional water quality. Also implementing light rail between North and South Hampton roads as an alternative to SOV transportation through congested bridge tunnels.

We desperately need a safe and reliable metro-system in our area. There are far too many people and far too many cars on the roadways. We need a system that effectively allows people to commute to work without use of personal vehicles (and cost efficient to make it worth their while) - and make it connect all the HR cities - even across the water!!

The light rail in Norfolk/VA Beach is a great start for improved transportation and getting vehicles off of the roads. But additional Freight Trains to move goods out of the Ports is needed to get Trucks off of the highways.

I support the Light rail project in Norfolk and believe it should be seriously considered for other Hampton Roads cities as well. I also support the expansion of the Hampton Roads, Midtown, and Downtown Tunnels.

We can not build our way out of transportation needs. We need thoughtful improvements that help the region increase its capacity like the 3rd crossing and provide opportunity for economic development in a thoughtful manner.
Transit is crucial, as is adequate funding from the State to fix and expand our existing roads and build new ones. We need the new Route 460 to be built. The third crossing is crucial, and I-64 needs to be widened from Newport News to Richmond. If we don't do this now then we will be dooming our economy in the long term.

Complete the "new" US 460 and some form of additional crossing over the James/Elizabeth rivers.

Widen the Mid-Town Tunnel
Extend Light Rail to ODU and Navy Base
Connect Light Rail to Amtrak
Second mid-town tunnel need to be built, and passenger rail and mass transit needs major improvement
Third crossing for passenger rail / light rail.
VA Beach Light Rail
Commuter Rail (VA Beach - Williamsburg - Richmond - Fredericksburg)
I-64 widening:
Expanding the light rail across Tidewater region
Timing of traffic lights, widening of roads, building an additional tube for the MMT
yes.
NA
*Priority should be given to the MLK/Downtown/midtown tunnel project to ensure tolls do not exceed expectations.
*Priority should be given to moving the Third Crossing forward which will include the Craney Island Connector.

These are sound regional investments that address highway and freight transportation issues.

Park and ride locations at all interstate on and off ramps
Expand light rail on the peninsula via the CSX Corridor.
Improve water freight to Richmond and add an additional tunnel to HRBT for summer traffic
bike lanes throughout region
Improve the interstate between Newport News and Williamsburg then to Richmond
Add Lanes to Hampton Roads Bridge Tunnel
Remove Port Crossing/Monitor Merrimac widening from project list.
Third Crossing
MLK Extension
My priorities are: (1) creation of a third crossing; (2) expansion (more lanes) of the HRBT; (3) expansion of light rail from Virginia Beach to Williamsburg.
Multi-lane HR Bridge tunnel expansion, mass transit from City of Hampton to Norfolk to Va Beach.
Roadways in Virginia Beach are in dire need of repair. The pot holes are dangerous!
Expand HRBT to add a tube for two more traffic lanes and heavy rail
Repair and maintain our current road infrastructure. In future add on/off ramps at 264/London Bridge Road.
Expanding Route 460 and building a new Midtown Tunnel are good ideas.

Light rail needs to be region-wide & go to the Naval Base; future development needs to located so cities function more efficiently; the 6 MPO approved projects need to be funded & built but hold the line there in favor of light rail.
I-64 in Chesapeake with Highrise bridge Expansion
US 17 in Chesapeake Expanded steel bridge replaced
480 Expanded for route to Richmond & Roanoke
58 needs repair west of Franklin to I-95
Expand HRBT
I-64 toll lanes
I-564 Intermodal connector
Express bus between peninsula and southside
Focus improved pedestrian/bicycle infrastructure in the areas with the most people.
Focus traffic improvements on intersections.
Consider any infrastructure issues needed to support future transportation (alternative fuels).
Build the 460 bypass.
Another tube for Hampton Roads Tunnel
Better Rt 460, limited access
Better Rt 58, limited access
Traffic lights are sprouting up on rt 17 (James River Bridge Rd) like dandelions! This is the only way to go to Norfolk, and the lights are not timed and cause more delays traveling to and from that region. What can be done to NOT put a red light any time a development is added? Side streets to adjoining lights? Also, how about timing the lights?
These are complex questions. Suggest you contact HRCCE and ask them to help you sort through them. You can view their web site at
Light rail should not stop at Newtown Road and should extend to Ocean Front. Also, it should extend up to Williamsburg.
Improve Interstate Highway system in region
widen 1-64 to Richmond
Extend i64 to Raleigh NC area (connect with i40,i95)
Whatever the transportation projects are, they need to be put into an objective-based priority order.
More light rail--or some anyway
Need more public transportation especially for the elderly and disabled.
bypassing tunnels by taking hwy 10 to Hopewell
and rejoining Hwy 164 north of there (Hopewell).
Also bridge between Hampton Roads Terminal and Craney Island.
Less road surface, more public transportation with mixed use development.
Develop a crossing of Hampton Roads for the trucks traveling to the ports so that the cars have more room
A dedicated funding source is needed so major projects such as the Third Crossing can be implemented.
Peninsula High Speed Rail Transit from Hampton to Newport News to Williamsburg to Richmond and return.
Much more ship’s container barge traffic from Hampton Roads to Richmond via the James and York Rivers.
3rd tunnel crossing to Craney Island.
As a resident of the zip code 23456, I have been surprised at the lack of road construction connecting the southern part of the city to the core routes. Meaning, many roads in the southern part of the city are prone to flooding, have car eating ditches, are two lane, etc.

Dwight Farmer knows what is needed. We need to secure funding.

Light rail & safe patrolled parking lots via main travel routes, such as Battlefield corridor.

Unfortunately, crossing the bridges and tunnels is a prohibiting factor.

As a frequent visitor, but not a Hampton Roads region resident, my general suggestion would be to ensure that corridors and systems are consistently improved and maintained. Prevent "missing links" (on any mode) from disrupting reasonable and logical travel patterns.

Light rail should come all the way to the beach.

Build parking garages next to light rail stations to encourage light rail use & get cars off the road. Link light rail to hubs, ie airport, shopping centers, military bases. Consider light rail with new tunnel to Portsmouth & run the light rail down 64 to 664 and link to a garage there.

Traffic lights coordination on Jefferson Avenue in Newport News. City has no qualified traffic engineer. The person managing the traffic in Newport News has no relevant education and no Professional Engineering license.

3rd tunnel crossing is critical. Upgrade and expand existing highway network (at least beyond Williamsburg; toll roads to help alleviate congestion.

Light rail Transit and take care of the roads bridges and tunnels we already have. We can’t build our way out of congestion. We have to change what we are doing.

Improved passenger and freight rail service desperately need a bus on North Witchduck Road.

SE Freeway should be scrapped - no improvement in trans quality over no build option. Need light rail and extension to Peninsula. Need a network of bike trails - Norfolk has largest # of hh w/o cars of any large city in state.

Coordinate land use and transportation in promoting development of light rail and commuter rail corridors.

Ban port trucks from using major roads during rush hours.

There is a need for a ways to transit beyond the current tunnels and bridges.

1. Build the additional tube at the Midtown Tunnel and extend the MLK Freeway to I-264
2. Widen I-64 between Jefferson Ave and I-295 to a minimum of 3 lanes
3. Build the 3rd Crossing
Higher speed intercity rail, Norfolk-Suffolk-Petersburg

Regional rail transit system with rail-only third crossing NOW!(drop the highway part of Third Crossing, drop 460 upgrade and drop Southeast Expressway, shifting money to rail)

Regional, connected off-road bikepath system

Improve/expand the Hampton Roads Bridge Tunnel. Expand all of I-64 to three lanes or more. Replace and improve aging bridges in the Hampton Roads area.

I believe that extensions of the Norfolk light rail line into Virginia Beach and to Naval Station Norfolk are crucial to the success of the light rail system, and, most importantly, we cannot afford to sit around for another five years before we actually start building those extensions. I also believe that we need a line along Warwick Blvd in NN.

Fix congestion now and into the future of the Hpt Roads Bridge Tunnel

I am most concerned with expanding transit in the area. Especially light rail transit and commuter rail from suburbia to urban job centers in the area. This is the most important factor to the smart economic and physical growth for the region and should be treated accordingly.

Improve the HRBT crossing, add Middle Ground connector in Newport News, add port linked projects with new I-164 project and Midtown Tunnel.

Peninsula commuter rail line using existing CSX tracks from Toano to downtown Newport News.

Continuous six lane 64/664 loop around the region, including widening tunnels and bridges.

I-64 six lane toll road from Newport News to 295.

Repair/maintain all roads and bridges to acceptable standards.

A third crossing to the south side: tunnel, light rail, boat

Limit the use of POVs in metro areas, forcing more people to take mass transit. Light rail, as currently planned, won't work unless heavily subsidized, because it will still be more convenient to use POV, and because there is no one focal point in the Hampton Roads area. It is very important to link cities separated by water via light rail.

Remove the HOV restriction from the directional lane on 64 from Norfolk to Va Beach. In theory a large amount of people travel from Va Beach to the Naval Station but in practice neighbors are on opposite ends of the base or different schedules. Making the HOV lanes strictly directional would send the Virginia Beach traffic past the Norfolk exits.

1. A tax deduction for people who live and work on the same side of a tunnel.
2. planning highways that do not constantly vary in lane width
3. improve the flow from norfolk to hampton

More limited access primary roadways. Fewer intersections and less traffic control devices. Military highway was a good start until all the signals were added.

Virginia Beach Blvd between Kempsville and Newtown. VDOT has construction plans for this project, but the funding is never available. Newtown and Kempsville is another bottle neck area that needs improvements.

I-64/I-264 interchange area is one of the highest accident areas in Hampton Roads. HRBT needs to be expanded in coordination with the 3rd crossing. One without the other does not fully address the issues. MLK/Midtown gets truck traffic off of downtown Ports. streets. Think about changing HOV lanes to HOT lanes.

- Regional mass transit initiative
- Long range infrastructure plan for existing harbor crossings
- SEP&G to alleviate I-264
- Additional 4-lane freeway facility south of the James River

Place much of the focus on bringing to interstate level Highway 460. Pursue vigorously high speed rail via 460 corridor from Norfolk to Richmond via Petersburg. Add lanes on I64 from northern Newport News to I295. If funding available upgrade existing rail service from NN to Richmond, possibly high speed.

1. Build new Bridge to replace Steel Bridge in Chesapeake and do not add Bike lanes. If you ride in VA Beach you will notice the Bikers are in the street and not using the Bike Lanes.
2. Build a tunnel between Norfolk Marine Terminal and Craney Island.

I fully support an aggressive light rail transportation system. Our future growth demands vision beyond what is currently planned for transportation. I suggest a panel of citizens to develop ideas for future transportation plans, routes and vehicles.

I would like to see more light rail development. It just seems to me that such a system could help reduce congestion on the roads and reduce the pressure to build more highways.
I have lived in many metro areas, and Hampton Roads is the most confusing. The 64 264 464 would be easier if the portions of the highway were named instead of numbered so you would know which part and direction of the highway you were going in. East and West means nothing. The HOV lane does not help in the most congested time of day.

Light rail should connect to Old Dominion University. It should also run later than 2am.

The light rail should include the airport, Naval Base, and ODU. Greenbrier (chesapeake) should have its lights resequenced south of 64. Terminal Blvd needs to be resurfaced.

Widen I-64 on Peninsula, 3rd Crossing

Focus on maintaining existing infrastructure as first priority.

Light rail along 64 and 264 and to navy base.

Fix the existing roadways. Especially the interstates. I have lived here since 1991 and have never seen them in this bad of a state.

Need to address the tunnel congestion and the aggressive drivers who want to take on cell phones when they are driving.

Expand the area covered by the NET, as well as its running hours.

light rail throughout region

Open up Lynnhaven parkway from Centerville Tpk to Darymple street.

Improve walker safety/access; unsafe to walk downtown when drivers disregard walkers; crosswalks are difficult to navigate (such as crossing Brambleton, especially at Granby. Improve timing of the NET - I sometimes see 2 NETs going in the direction I do not need to go, then see no NET for 15-20 minutes. I can walk to work faster than using NET.

1. Bike lanes along roads that access the entire city. Existing routes are nonexistent or lead to nowhere.
2. Improve the travel corridor between the south side and Richmond. Travel time now are impossible to estimate because of congestion.

More light rail,

Adding another river crossing

No ideas.

The Third Crossing and Midtown Tunnel/MLK Expansion

N/A

Need additional tunnels between peninsula and southside and between Norfolk and Portsmouth. The lack of additional capacity creates bottlenecks and I believe discourages interstate commerce despite one of the finest harbors and facilities in the country.

-Use bridges, not tunnels to reduce costs
-No new cross-river structures without dedicated mass transit lanes
-Begin discussion of mass transit systems (i.e. BRT) to compliment light rail expansion
-Get light rail through a tunnel and on to bases, or lift never adequately reduce congestion
-highway from Pointdexter to Frederick over new bridge

Improving the congestion at the HRNT is critical to the region.

One of the biggest problems in the region is the commuter traffic through HRBT. Another bridge/tunnel would be great. Not sure of the feasibility, but what about a high speed commuter rail from one side to the other with commuter parking and some kind of transit or Zip car once you're on the other side?

None, that have not already been mentioned.

Get the rail line from the major locations (ie the beach, Suffolk Downtown, Portsmouth, Hampton, Newport News) in and out of norfolk and have it run 24 hours.

1. STOP expanding roads............force use of transit!
2. Expand light rail; add monorail (which I believe would be easier to develop, generate more riders because of the uniqueness)
3. Shoot all Republicans

To promote development south of Great Bridge we need to give people easy access to 64. 17 bypass needs 4 lanes between great bridge blvd and cedar road. The steel bridge also needs 4 lanes. Don‘t care if it’s a high rise or another lift bridge. It’s just a huge bottleneck right now with all of the people coming from NC.

Light rail is a great idea, but an expanded network is needed - too much of the needed routing is currently left out (even if it went from Oceanfront to downtown) - need to get coverage out to Naval base, over to Portsmouth, etc.

Expand I-64 between Newport News and Richmond from four to six lanes, do the second tube on the Midtown tunnel and build the Third Crossing between I-64 and I-664
**Light rail on the Peninsula**

I really wish there were improved transit connections between NN & Williamsburg, either improved bus service or utilization of the CSX corridor to implement light rail. Prior to that, we must have more frequent bus service. Every bus should operate at least every 30 minutes, and some should probably operate every 15 minutes during peak hours.

I-64 capacity is woeful. Congestion and delays are ridiculous, and getting worse. The I-64 corridor from Jefferson Avenue in Newport News to Route 199 in James City County needs additional capacity NOW!

Need light rail but need to be more creative about locations.

The housing, job downturn has been helping a bunch. The higher gas prices also help some. Spring break has made the commute very nice.

**460 & 3rd crossing to connect to - existing Monitor-Merrimac - HRBT**

On the Peninsula, HOV lanes are not the solution. They should be converted to "Thru Lanes" because the Interstates here are used for local traffic and people going thru our area need to travel in restricted lanes so they are not impeded by locals.

We need the Kings highway bridge replaced exactly where it was. That would ease some of the traffic on Rt 17 in northern Suffolk. Also we need new and more tunnels

For me, the most important transportation issue is the midtown tunnel expansion. I greatest hope is that light rail will be incorporated and connect Norfolk with Portsmouth. I also hope light rail connects with Va Beach. I wish that somehow the region could establish a regional gas tax which would benefit road and transit projects.

Dominion Blvd should be improved to provide congestion relief and another evacuation route for Southeastern Virginia and Northeastern North Carolina. The existing two-lane road is insufficient to accommodate the current and future volumes of traffic. The draw bridge also negatively impacts maritime traffic utilizing the Elizabeth River.

Improve or add to bridge and tunnel crossings which are the major source of traffic backup in the area, particularly HRBT. Also improve major highway connections particularly the I-64-I264 exit. Also major traffic congestion at the Independence Blvd. I-264 interchange

**Work on HRBT; expand transit service & modes of transit.**

We need light rail sooner than later, with connectors to all cities in the region. There needs to be alternatives for crossing the Elizabeth River, extended ferry hours with better bus/light rail service to Naval installations.

Commuter rail along the existing CSX lines on Peninsula from Williamsburg area.

Expansion of the Hampton Roads Bridge Tunnel as suggested by Delegate Hamilton would be very helpful, as would passenger rail running along the various interstate corridors.

Hi Speed Rail should come down 460 corridor; need a regional plan for lightrail that includes strategies for funding.

I like the idea of light rail but the rail must be elevated and it has to connect the Navy base (NOB) and suburbs (Chesapeake/Virginia Beach).

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**Light rail MUST become REGIONAL. Virginia Beach and Chesapeake MUST expand bus service.**

1. ) Build Third Crossing
2. ) Expansion of I-64 from Newport News to I-295
3. ) Expansion of light rail from Norfolk to Oceanfront
4. ) Improvement of passenger service from Washington to Newport News terminus

Improving the 4-lane to 2-lane transition west of Jefferson on I-64.

Expand light rail. Get on with the business of implementing the six or so major road projects throughout Hampton Roads that have been studied ad infinitum.

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**Third crossing**

**Beach access and parking**

STOP PUTTING IN SO MANY STOP LIGHTS!!! Haven't you ever heard of 4 way stops? This is the ONLY place I have lived out of 7 states and 10 cities that uses stop lights every 100yds. This would significantly reduce the traffic congestion and it would stop people from running red lights out of frustration of hitting 6 in a row. See Taylor Rd in Ches.

none about specific projects, planning for bus connections to light rail stations is a must.

The Indian River/I-64 corridor has been an issue for as long as I can remember. Better coordination of the lights would assist in reducing traffic, expediting transit and reducing emissions of standing vehicles. Better estimation of neighborhood traffic by building larger driveways would cut down on street traffic and congestion.

I am on Hampton Blvd. at 5 am and 7 am. The base traffic is horrific with single occupancy cars. There needs to be some way to encourage these folks to carpool or park and ride transit.

Better management of base parking?

provide more bike only lanes and trails

1. I support improved transportation access into and out of Hampton Roads including third crossing, high speed rail, and US460 upgrade.
1) Replace Elbow Rd. w/ something better.
2) Replace Elbow Rd. w/ something better.
3) Replace Elbow Rd. w/ something better.
4) Provide tax incentives for employers to provide bike lockers. Locking a $3k bike to a telephone pole won't stop a determined thief.

1. Every major road should have a bicycle lane.
2. Bus routes should be much more efficient. Perhaps traverse along major roads in a grid pattern instead of weaving through neighborhoods.
3. More parking facilities are needed near mass transit stops.
4. Light rail from NOB to the Oceanfront
5. Re-time lights along Indian River Rd

| 64 widening between Newport News and Richmond |
| 64 widening between Tidewater Drive and HRBT |
| 3rd Crossing |
| Expanded light rail on both sides and a link between the two areas |
| Improve the I-64 on/off ramps at Ft. Eustis Blvd (dangerous). Complete the I-64 widening to Richmond. Improve/complete the widening of Jefferson Ave. |
| Double stacking rail cars is good strategy for efficiency |
| Do not want mass transit!! Too costly!! Look at buses, do they function? |
| Expanding the capacity at Hampton Roads Bridge Tunnel or constructing a third crossing (to include high speed rail) is crucial to the economic vitality of southside. |
| The Southeastern Parkway should be scrapped. It will encourage growth, both residential and commercial, in currently rural, low lying areas with extensive wetland impacts. |
| I think that there certainly need to be more peninsula/south side crossings, including expanding the single-lane midtown tunnel crossing to two lanes each way. Also renovating and reopening the Jordan bridge in Chesapeake MUST happen. Simply closing infrastructure in disrepair is not a viable option, and does not serve the taxpayers. |
| I think the "Third Crossing" will do little to reduce congestion at the HRBT, the Mid-Town or Downtown tunnels. Increasing the capacity of these 3 tunnels will greatly reduce commute times in the region. Scrap the "Third Crossing" and US-460 improvements to offset the cost of these projects. |
| Improved safety on Hwy 50 and 460 so trucks and commuters can safely co-exist. |
| Take light rail out to North Suffolk to allow folks to commute and not lose personal time doing it. |
| Improve public transit across cities and oон every level - more buses going more places more often and subsidize this. |
| Improve roads going due west to get to I-95 and northwest to Petersburg/Richmond. |
| Get some high speed trains to come south of the river to serve the 5 cities in south hampton roads. |
| Get the giant trucks off Hampton Blvd. |
| Light rail transit |
| Seems the ports should be better supported with ingress/egress to get the trucks off of the residential/commercial routes and improve delivery. |
| Expand HRBT Tunnel |
1) Light Rail Project that serves the entire Region
2) Additional River crossings (ie 3rd Crossing)
3) Maintainance of existing River Crossings
4) Additional study of the regions major entry and exit corridors, 460/58 Suffolk, 17 Suffolk, 17 Chesapeake, I64 James C., York and Newport N. 5) Rte 664 and 164, what will be the impact of the Port

Please move forward with the light rail project. Hampton Roads needs a better transit system that offers more options than a bus service that offers infrequent availability. The light rail should project should offer connections to the larger neighborhoods as well.

Create a third crossing and high speed passenger rail service between Norfolk and Washington DC via Richmond.

Another tube for the downtown and midtown tunnels.

I’d like to see less tractor trailers on the road system and use of more rail cars for RORO at the ports. The trucks cause delays at the tunnels (make ’em go around) because of their heights - perceived and real- and they damage the roads.

The TPO does not act as a regional body - main reason that the region has not advanced any major projects in the past decade. Specific projects that are vital to the region .... I-64 capacity, new 460, and the extension of I-584 to connect with state route 164 ... all add capacity & provide an additional river crossing as an option to the HRBT.

Age of interstate system has exceeded its design life. Plans need to be in the works for re-construction. No one wants to take that amount of money from other projects. Band-aid patching will continue to drive maintenance costs up.

Expansion into south VB/Chesapeake, provide infrastructure including utilities/wastewater, Southeastern expressway. I-264 widening, Nimmo Parkway, Battlefield Boulevard, Third crossing, MANY narrow two lane roads that need safety improvements!

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Build the Southeastern Parkway.

Add another tunnel at Midtown Tunnel.

The second tube at the Mid-town tunnel and MLK extension in Portsmouth, improved public transportation all the way to VB not just to Newtown (what a waste), get rid of the HOV’s (useless/underutilized), improve the Norview Avenue exit (UPC 17824) add I-264 ramps to London Bridge (UPC 80157) and improve the I-64/264 interchange (UPC 57048 & 17630)

The expansion of the bridge tunnel Midtown concerns me and even though I have requested info from VDOT on information before their "community" or "town hearings" I have had no luck.

To encourage more bicycle commuting and to make the road ways safer for all, restripe the lanes to include a lane for bicycles. This gives the cycles a space and the automobiles can avoid hitting them. When gas again hits $4.00/gallon people will turn to bicycles and these lanes are necessary.

I think finding a good way to expand light rail to the peninsula to connect both sides of the water would be great!

Expand HRBT. Incorporate multi-modal (rail service) with expansion.

Widen 64 from Bland to Ft. Eustis (short-term).
Widen 64 to Rl. 199 (near-term).
Widen 64 to Richmond (long term) - may be delayed with expansion of 460.

Dam Neck Rd & General Booth Blvd needs more transit routes to more locations. There is a corner of this intersection for sale. It should be a major transit location "Park & Ride" to help lessen the traffic on I264/164 morning and evenings of the work week.

Tunnels
stop new road construction until VDOT can maintain existing roads
include more rail transit in the transportation mix. Light rail must go to the airport, oceanfront, and major employment destinations. Eventually, rail transit must cross Hampton Roads. Passenger and commuter rail must connect Norfolk to outlying areas of Hamptons Roads and Richmond. And a second Midtown tunnel tube.

railroads light rail raise the tax on gas to pay for rails
I do not know why the local military posts & stations cannot coordinate mass transit between pockets of soldiers & sailors and duty stations. I am a retired CW3. It can be done, government should take the leading role. Gloucester and Fort Eustis for example.

See if Southeastern Expressway can be rerouted to avoid environmentally protected areas.

Increase ferry loading capacity at Jamestown/ Surry.
Reducing wasteful spending should be a top priority. Projects take too long and the lack of design and forethought of any given project is quite apparent.

Light rail needs to include, ODU, the naval base, va beach town center and the airport.

Light rail and all mass transit means of transportation need to become a priority in this area. We have to develop a regional mentality instead of every locality for themselves to allow this to become a reality. All the major cities need to get on board with the rail idea in order to require less new construction.

Light rail - same corridor

Southeastern expressway must happen.

Light rail must happen, and link with existing rail lines. Public/private ventures to improve existing transportation infrastructure must, in my opinion, happen now.

Build (expand) a Regional rail system - link the peninsula and south side. Connect major employment areas - Naval Station, Northrup Grumman, and downtown areas with light rail. Build the Third Crossing (this should support the transit option). Significantly increase highway capacity.

Va Beach rail right of way from Town Center to Ocean Front should be made into a Bus only with multi use trails.

if they go for rail in Va Beach, put stops in Kempsville (where people actually live...)

Third eastbound left turn lane from Va Beach Blvd. onto Great Neck Rd.

Third Crossing

Light rail in Va Beach

Improving bus service and finishing the light rail

The major arterial roads in the city do not provide alternatives to transportation--a resident must own a car. Every day I see increased usage of bicycles, but I do not see a coordinated or safe mode of travel for these cyclists. Recommend 2 ft of asphalt be added to widen roadway, providing safer environment.

I think a regional transportation initiative should be what we are considering. We need to get rid of the parochial attitudes of some of our cities and realize the economies of scale that can be achieved by a unified region, even if we have to call it something different than Hampton Roads!

An integrated rapid transit system between all the cities in Hampton Roads - with supplemental van pools and park and ride bus stops.
Third tunnel crossing but if tolls are necessary then should be on ALL tunnel crossings not just on Norfolk and Portsmouth.

We need more mass transit (light rail, hybrid busses, subways, monorails, etc) if we are ever going to compete with cities like NY, Atlanta, or the like.

(1) Additional tunnel between Norfolk and Portsmouth.
(2) Light rail across the region - from Portsmouth through Norfolk to Virginia Beach

I-64 should be widened from 295 to Newport News

No tolls for the tunnels, too congested now! But expand tunnels using tax money and shore up infrastructure and public transportation.

Expand the MAX. Stagger the peak start/end times for the large employers (Northrop Grumman Ship, Norfolk Naval Base, NAS, Oceana).

extend light rail
construct new tube for midtown and hrbt

light rail linking olde towne portsmouth to Norfolk and beyond

I would like to see a light rail system from Norfolk to the beach in Va Beach.

Widening I-64 from Newport News to Richmond, 3rd Crossing, conversion of Jamestown Ferry to a bridge, light rail on the Peninsula linking to Southside, high speed rail to Richmond and beyond.

Regional light rail network that connects to a high-speed rail link to Richmond.

Dedicated bike lanes along Cedar Road and Battlefield Boulevard. Make Route 460 a limited access highway to 95.

the expansion of the mid town tunnel should not encroach on land marks like the little theatre of Norfolk in west ghent

I-64 widening Jefferson to Richmond.
Add'l tunnel at HRBT.
Third Crossing.

Dump the mega-projects such as the Hampton Roads Bridge Tunnel and Southeastern Expressway - focus on forcing folks to live closer to where they work or pay a premium to use the roads during rush hour.

The Southeastern Expressway MUST get built. The "planning" has gone on way too long. The region needs another "evacuation route" from the beach areas and the link is critical in relieving congestion on I-264 and I-64.

Also, the Princess Anne Road/Nimmo Parkway project is need and will alleviate much congestion in the Princess Anne area of VB.

The Jordan Bridge project should include plans for future pasenger/light rail

All area tunnels, ditto

Tax incentives for major employers who agree to daily work hours that start and stop outside of normal work rush hours.

Widen I-64 through Williamsburg. Add 3rd crossing

Better bike lanes in coordination with public transit throughout Hampton roads would inspire and influence more bike travel reducing green house gases and less vehicle congestion on road ways.

Subway system for the region.

At transportation hubs like Cedar Grove, have user friendly amenities such as rest rooms, water fountains, snack bars, info kiosks and security.

Hampton Roads Bridge Tunnel

Use tolls for new projects. Don't build new roads until the existing are properly repaired. Quit building concrete highways with substandard concrete. Require highway dept to utilize State Registered Professional Engineers and qualified inspectors. Forbid politicians from making engineering decisions. Impeach the Governor.

An improved Midtown Tunnel project, even if tolled, is a critical need for the region. It could include a transit (light rail component) or at least have dedicated corridor for same when future funding becomes available.

greater rail and transit development to provide less dependence on automobiles.

would love to see light rail throughout our region and access to regular rail service elsewhere; would also love to be able to ride my bike more safely around Portsmouth and Norfolk; maybe a car ferry would help too

Widening From Bowers Hill to Elizabeth River on I-64.
Straightening Rt 258 between Franklin and Smithfield; there are very few place to pass slower moving cars.

Add another path to the Eastern Shore, directly from Hampton -- bypassing and diverting some traffic from the HRBT. It's time to fix HRT; many other transit agencies manage to provide a much higher level of service at the same revenue/funding level.
Tolls will be barriers. People will reside where they work. People outside Portsmouth don't realize how much tunnel travelling we do. Optional trips will stop; services on this side will spring up to meet demand. We won't have the Peninsula and South Hampton Roads, but the Peninsula, Southeastern Hampton Roads, and Southwestern Hampton Roads.

<table>
<thead>
<tr>
<th>New Route 460</th>
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<tr>
<td>New Midtown tunnel and Martin Luther King Connector</td>
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<tr>
<td>Third Crossing</td>
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<td>Additional Midtown tunnel and 3rd crossing</td>
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3rd water crossing. Additional ferry services, esp. vehicle ferries.

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<tr>
<td>Link all cities with light rail instead of adding auto lanes</td>
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<tr>
<td>Light rail should connect the Airport, Oceanfront, all major military bases, employment centers &amp; go through the midtown tunnel to downtown Portsmouth and Suffolk.</td>
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<tr>
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| 664 has got to be widened, esp. with Norfolk coming on line as a major east-coast port. |
| Mass transit to link cities from Virginia Beach and Chesapeake to Richmond and Northern Virginia |
| Tax fuel INVERSE to oil prices, i.e., raise the tax when oil falls & lower it when oil rises. Keep price stable @ $4/gal. Would lower demand, help air quality, "greener" autos, & provide revenue to be USED ONLY for transportation. No regional tax, it must be STATEWIDE, i.e., everyone using VA roads: residents, visitors, business or private. This a just & fair tax! |

| Invest in the establishment of safe sidewalks or biking paths especially on roads running north to south Virginia beach. |
| LIGHT RAIL TO VIRGINIA BEACH. More incentives for road to be on a more timely basis. |
| No |

| Expand midtown tunnel and MLK connection |
| We need a senior transit system. Other cities have a system to call a bus or van for pick up. There is NO transportation where I live. I cannot even walk to a bus stop. I am told the busses do not even run regularly or often. What if you miss it? It should not be an hour or more for the next bus. |
| We need dependable, safe, affordable mass transit that's coordinated for the whole area. We need a passenger train instead of a third crossing. We need to be able to get around without our cars, which would ease congestion on the highways and ease the ozone problems, too |

| Expansion of the HRBT is urgently needed |
| Use tolls to expand the tunnel system. |
| To upgrade our existing roadways and a new midtown tunnel and a third crossing. |
| As a Suffolk resident growing congestion on Route 58 is a major concern. Recent rezonings will result in higher truck traffic along this corridor. The demolition of the Kings Highway Bridge is also a major concern for Suffolk residents. Our community has been greatly impacted with the closure of the old bridge. |
| A dedicated transit lane on the HRBT and other tunnels so that when there are backups transit gets through fast. Park-and-rides for LRT and for express bus routes. |

| Holland Road Widening |
| Godwin Bridge widening on Rt. 17 |
| Nansemond Parkway widening (Shoulders Hill to Chesapeake City Line) |

| Development of a mass transportation network that compliments the existing regional transportation system. |
| Commuter rail from Richmond to southside Hampton Roads. |
| HR needs light rail and better transit. Connect the Peninsula and Southside with this transit and encourage regionalism instead of the bickering or lack of regionalism that exists now. |
| Need to do a better job of educating the public on what to do and how to leave Hampton Roads in the event of an emergency. I think currently, it would be a disaster. |
| Dedicate 460 to truck traffic from the ports to Richmond, and vastly increase funding for barge traffic on the James. |
| Commuter Bus in Gloucester to Hampton and other cities |
Secondary crossing of the York River for rail and vehicle traffic from Ark Road in Gloucester to Rt 199 in York County. Even with the "improvements" being done at Gloucester Point, the Coleman Bridge will continue to be a bottleneck to the expansion of Gloucester and without rail service the County will never be a commercial business destination.

I think the Norfolk light rail project should be extended to Virginia Beach.

I think the Norfolk light rail project should be extended to Virginia Beach.

I think Bus Rapid Transit should link Gloucester County to Hampton Roads.

3rd tunnel to relieve midtown & downtown congestion.

We need another tunnel or bridge in case of terrorists attacks, it would take a week to evacuate the Va Beach area, unless you have a boat. This is 2009 not 1909 we live like a third world country, hire me! Tell employers to offer FLEX-TIME.

Add more Bus Service after 6pm, downtown Suffolk and churchland. More advertisement from HRT. God Bless America.

Light Rail and adjacent bike trail from ocean front to downtown Norfolk would be fantastic.

Route 17 - the most bang for the buck can be achieved by 4 laning Route 17 from 301/port royal to i 95/fredericksburg. this is the least expensive means of providing an alternate route to the upper part of the golden triangle. it will take truck traffic off of i 64.

Improve bicycle and pedestrian facilities in Hampton especially leading to Coliseum Central and downtown Hampton; need bike lanes and bike parking. Improve the walkability of the city in these areas. In downtown Norfolk, build a new tube for the tunnel with one lane for each direction in one tube. That's crazy!

The Five Points area needs continued attention to keep crime down and get bringing in desirable businesses that all of the community can benefit from. Sidewalks on Norfolk busy highways like East Little Creek Rd. and Military Highway.

Expand HRRT to the Middle Peninsula by (1) providing express bus service from Gloucester Pt to the Historic Triangle and Newport News, allowing transfers to the current express bus service between the Peninsula and Southside Hampton Roads. (2) Provide regular route service along Rts 17 (Gloucester Pt-RCC Campus at Glenns) and 14 (Gloucester-Mathews).

Sidewalks on Norfolk busy highways like East Little Creek Rd. and Military Highway.

12. Do you have ideas about specific transportation policies/programs that you believe would be beneficial to the region? (Limit 350 characters) - Responses

Answer

- No

Better use of Smart Traffic technology.

Safety Service Patrols and better emergency response to clear accidents.

Change HOV to HOT lanes.

Greater enforcement by VS

Impose vehicle inspections for emission standards and to get "junk" off the road. No junk drivers.

Heavy High Speed Rail or BRT from where people live to where they work.

Daily time restrictions on when bridges can open!! If you prohibit the James River Bridge from opening during peak commuter traffic, you have eliminated a lot of potential back up traffic. Same is probably true for all the other bridges we have to cross every day to go to and from work.

State transportation funding.

The impact and importance of these projects, and other associated widenings and connections, to the region and to the state should make the funding heavily state. If tolls are required, the tolls should be placed on all bridges, tunnels and ferries.

I would like to see a focus on the Norfolk Naval Air Station and improving mass transit or light rail to reach the base.
Management of traffic at the tunnels! Enforce minimum speeds in exiting tunnel, better lighting. (Think sunrise sunset at HRBT.)

Create safety zone (like on 95) at HRBT

Better controls on trucks: spacing entering highway, stiffer fines for overheight trucks attempting to use the HRBT and stopping traffic.

Improving mass transit is a must.

No

Regional Smart Growth Plan Policy —

Stop focusing on highways and cars. Busing is not a solution since it relies on the same pathways and offers no time savings. We need to augment roads with rail systems. We needed years ago. We’re already behind the curve. Please get moving on it already. This is ridiculous.

Expand VDOTs safety patrols on the interstates to continue to aid motorists and expedite the clearing of accidents

Funding initiatives matching available federal/state funds for regional projects. Projects support Hampton Roads commerce and emergency evacuation routes. Regional tax levy and reasonable tolls dedicated to regional transportation projects. Community specific projects require local funding. Regional land use planning.

a regional bike program

Main mass transit system, with artery connections to key local stops, e.g. Washington Metro. Traffic “calming” near tunnel entrances and other restrictive infrastructure, e.g. primary merge lanes (264/64, 264 Independence, etc. A good model is 64/Greenbriar)

More regional thinking and cooperation is needed.

1. A dedicated funding source for transit;
2. A regional tolling authority
3. A highway funding source that is indexed to inflation

How about dedicated travel lanes for commercial/port traffic, that would relieve congestion for the residents of Hampton Roads? I would suggest that expansion to light rail transportation be looked at on a regional basis, with mixed-use development centered around stations and along the light rail corridor.

1. GREATER LAW ENFORCEMENT OF TRAFFIC LAWS & VEH MAINTENANCE REGULATIONS & INCREASED FINES FOR VIOLATIONS. 2. WIDER APPLICATION & USE OF LOSS OF DRIVERS LICENSE. 3. LOWER SPEED LIMITS, 4. ESTABLISH “NO MOTOR VEHICLE ZONES” 4. PARKING FEES FOR ALL PARKING SPACES EXCEPT RESIDENTIAL,

A small shuttle bus service for suburban areas with links to future transit.

Same as above:

Look at Washington DC and NYC! I love those cities because you can go anywhere at any time and not worry about auto insurance, car payments, rising gasoline costs. Buy a monthly railway pass and that’s it! The city is at your reach!! We NEED THIS HERE!!! And not just between VABeach and Norfolk – it MUST go across the water to nix tunnel traffic!

For the Downtown and Mid Town tunnels it is absolutely critical to add light rail to these facilities and tie into the light rail being built in Norfolk. You must link the entire Hampton Roads region to light rail to move persons vs. having so many vehicles on the road.

Transit, tolls are okay, safety cameras at intersections

I think that policies should be put in place that better balance growth (residential and commercial) with transportation, water, and utility needs and environmental consequences. Growth and development are not always better and we need to effectively control growth.

Encourage or enforce HOV use—increase minimum number of occupants.

Regular Bus Service along the beaches to reduce traffic.

Get the Light Rail up & going!

Need to raise the gas tax to pay for more transportation improvements - need to do this in a way that it does not hit poorer citizens.

We should have more passenger ferry options linking the north and south sides of Hampton Roads and ground public transit options to interconnect with the ferries. My home city of Portsmouth should have bus service beyond 7 P.M. as well as on Sundays. Bus routes in my city should serve all middle and high schools.

I like the MPO process but all the participants need to think globally and for the region and not for either the southside or peninsula.

Highway design is crucial to help promote better traffic flow. More driver education is also needed.
Provide for optimal evacuation from south Hampton Roads in the event of hurricanes or other disasters.

Effective regional transportation planning will require a regional funding source. (Pay to play.)

discouraging more suburban development and making urban areas pedestrian-friendly and safe

widenning of I-64

yes.

NA

The region needs to begin coming together to form a cohesive transportation system. This would include addressing the shortfall of funding for supplying a state-of-the-art transportation system. If the Region continues to think on a City by City basis, the Region will lose its economic advantage and business will relocate.

Dedicated, consistent funding

Increased bus service to and from military bases and regional government centers and industrial parks.

Dedicated funding for HRT

specific funding for roads and infrastructure projects

Copy Metro Atlanta's APA award-winning example of offering regional transportation grants linked to transit-oriented development policy shifts

Add Lanes to Hampton Roads Bridge Tunnel

Remove Port Crossing/Monitor Meninac widening from project list.

My priorities are: (1) creation of a third crossing; (2) expansion (more lanes) of the HRBT; (3) expansion of light rail from Virginia Beach to Williamsburg.

No increase in tax, just add tolls.

MAG LEV over light rail

The region should adopt creative approaches to traffic mitigation, such as more telecommuting and a system where people would agree, based on the first letter of their last name for instance, to stay off highways one or two days a month during busy times. Waiting for the citizens to agree to higher taxes is wasting time.

Transportation needs a dedicated funding stream and whatever new policies are put in place they need to be premised on having minimal negative impact on the environment.

increase gas tax

toll all crossings

Ensure new development has access controls and is served by transit

Ensure development is at adequate density to support transit

A few additional turn lanes and upgraded intersections will go a long way toward upgrading safety and easing congestion.

light rail to the bedroom communities and main industry; Va Beach and Chesapeake to Navy and other business centers

Ensure all transportation projects take into consideration the impact on flow (new red lights impede flow). Tie transportation needs with new development - how can Norfolk continue to grow with new buildings, etc., but have the SAME roads leading in and out?? Better regional cooperation between Southside and Peninsula. Widen I64 to Williamsburg.

See above

The MPO serving Hampton Roads needs to become entrepreneurial and competitive in character and it needs to adopt new and objective decision-making policies so as to become an admired and respected organization which, right now, it is not.

I didn't mind paying tolls before and wouldn't again if they had to be added back into the HR system....

1. Bring MPO up to national best practices.
2. MPO include legislators on board.
3. Focus on transportation needs of the port.
4. Develop long range transit plan and regional land use plans to guide and control localities.

Limit highway use

Light rail.
Make the part of Highway right-of-way that connects to a city street part of the city from where it connects to where it exits and lets the city be responsible for the streets maintenance.

Encourage housing near business centers. Discourage suburban sprawl.

We need to put more money towards public transportation - bus and rail service - so that it can expand and serve more areas in order to get people out of their cars

Peninsula High Speed Rail Transit from Hampton to Newport News to Williamsburg to Richmond and return.

Much more ship's container barge traffic from Hampton Roads to Richmond via the James and York Rivers.

3rd tunnel crossing to Craney Island.

1. Use congestion pricing, especially to discourage truck traffic during peak (rush) hours

I believe the main priority is to reduce congestion while continuing to grow employment centers such as port related uses.

A network of biking trails throughout the region would provide an alternate method of transportation.

The whole Deep Creek area in Chesapeake is in constant gridlock due to the multiple bottle necks.

Better planning that restricts development until infrastructure is adequate to meet existing demand.

I want to see the light rail implemented in Va Beach!

The whole Deep Creek area in Chesapeake is in constant gridlock due to the multiple bottle necks.

A route really should go to the Navy base, which would help get a lot of cars off the road.

Tolls

Have builders place sidewalks from their shopping areas into the communities/neighborhoods they serve. At least within one mile in each direction to the center.

Work towards the development of the philosophy of "building cities and towns, not suburbs." Create a sense of place and the land use and transportation demands will typically balance out. Implement the concept of "Complete Streets".

Linking Light Rail and bus fares via a Pass system. Increased use of buses to bridge the rivers for special events from one city to another. Running Light rail until the events or bars and resturants are closed.

1. Raise the gasoline tax

2. Somehow or other get rid of "Conservative Republicans". They are one group whose only function is to stay stuck in 17th century thinking. May be we can ask them to jump in the Bay and request them to stay under water for at least 12 years. It will give us enough time to fix lots of our problems.

Toll road authority; dedicated roadway maintenance funding;

Plan a system where things like King's Highway bridge and Jordan bridge don't happen

All primary roads with 4 foot shoulders

Light rail

Transit oriented development in outlying areas. More transit in built out areas, Regional cooperation in funding and land use decisions. More public input to transportation decisions.

Region must obtain legislative authority for dedicated transit funding, then tie use to smart land use principles.

Don't increase the number of roads as development will only outpace the roads.

You have to have the Third Crossing

Remove HOV Lanes from I-264 (Brambleton Ave to Rosemont Road)

Link land use planning to transportation

Beef up MPO

Scrap new major road projects until both regional rail transit and first class passenger rail to Petersburg from Southside and to Richmond from Newport News are established
Definitely NO to toll roads at bridge tunnels (especially the HRBT). It will make a bad traffic situation much worse. Fund transportation programs with gas tax.

I believe that higher gas taxes to help pay for the light rail system would be appropriate (similar to taxation in Europe that is used to fund their extensive and high quality mass transit systems).

More public hearings on the various regional plans and create a regional identification process for citizens of Hpt Rds absorb and identify with as a "Hampton Roadian". Then develop a logo/mascot to make it real, i.e., to see and touch.

More frequent times for bus and train stops. A "metrocard" type system.

A high rise bridge at the HRBT is not impossible and could be a better alternative to another tunnel. The ferry service to Surry should not be cut back. The Middle Ground connector is essential in NN to reduce the traffic congestion at Oyster Point and Jefferson.

Develop rail infrastructure that would support need for less driving.

Get the legislature out of micro-managing VDOT as exemplified by HB1600, Amendment 462.05.

Many times during the HOV operation times the lanes are inefficiently used. Meanwhile the other lanes of traffic are full. The HOV systems is in place encourage people to carpool, but is not as effective as it should be. When people can, they would carpool even if the HOV didn't exist (everyone wants to save money on gas costs). Open the HOV lanes improve and build more crossings from Southside to the Peninsula. HRBT was at capacity 20 years ago. The MMBT has built up Suffolk and Chesapeake but is not a practical option for most of Norfolk. 64 is 3 or 4 lanes wide and funnels down to 2 at the HRBT but it takes an hour to go around on the MMBT.

See 11

See response to questions #11.

In being a part of many land development projects, I've seen the use of proffers written into rezoning applications. Proffers can be used to obtain money from a developer for infrastructure improvements like roadway projects.

Va needs a dedicated and continuous flow of resources to improve of aging trans. infrastructure. We 1st must start with maintenance, then funding already approved projects, and finally add new projects. Without the resources to improve our infrastructure, we cannot maintain a competitive advantage to sustain existing businesses and attract new ones.

- Regional Tranist Plan linking cities
- 40+ yr Vision Plan for interstates & major arterials w/toll implementations
- Prioritized project list for funding / construction
- Committed regional funding streams for Traffic & Transit

Rebuild trust - transportation funding will actually be used for transportation.

Regional transportation policy that would support taxing the region for transit and roads. It is our future and it requires investing, otherwise the reality 25 years from now will be much more economically and financially painful.

Expand light rail, increase visibility of buses, increase bike paths or create bike lanes on current streets. It is VERY dangerous to ride a bike on Virginia Beach streets... reduce the fear factor for cyclists. Maybe a tax deduction for pass holders or parking discounts, etc. Also, the advertising on light rail could be beneficial for HRT. I believe traffic congestion could be greatly reduced in Norfolk if ODU was connected via light rail from the Brambleton station. This could lead to the connection to Portsmouth in the future.

Tolls on interstates and bridges

Expanded light rail corridors throughout region. Create regional standards for road cross sections that include bike lanes, functional sidewalks, and street trees for urban and suburban areas - more limited, low impact cross sections for rural areas.

Public transportation (buses) is very inconvenient. I think there should be some improvement in scheduling. According to the schedule it would take me 2 hours to get from Greenbrier to the Oceanfront, which is my typical daily commute. I would take the MAX buses but they don't go from 64 to 264.

Get more of the trucks off of the roads.

Tax incentives for those who carpool.

RAIL SYSTEMS

1. require bike lanes on all construction and improvement projects.
2. train or light rail to link major points between southside and richmond, and everything in between.

no

camera at more lights, definitely in VA beach. Check Rosemont and Va Bch Blvd.
Get the General Assembly to adequately fund transportation for the first time since 1986.

I think more regional planning and inter-cooperation is vital.
- promote TOD as an economic investment, not just development
  - if the NET and Portsmouth shuttle can work, why couldn’t they work in connection with light rail?

The 3rd crossing from NIT to Craney Island for the port development is critical both to grow our ports businesses and related, as well as reduce hazardous container cartage on Hampton Boulevard.

I think if we had a better biking infrastructure, it would be utilized, especially in Williamsburg or areas with a university population. I live about 5-6 miles from work, and would definitely get my fat butt biking in good weather, but today would have to bike on 199 or Ironbound/Jamestown, which both are fairly unsafe today.

None that have not already been mentioned.

More light rail.

we need to get over the idea of driving everywhere we go, making multiple trips daily - BUT...we need to have better transit systems (integrated light rail/bus system, like in San Francisco) that can get people out of cars - also need to have easy neighborhood shopping in order to encourage folks to not just “jump in the car”

increase the gas tax, and protect the Transportation fund from poaching in Richmond

Better connections between the Southside and Peninsula would be extremely beneficial since many people live on one side & work on the other. The Max does not operate often enough or cover a large enough area. I believe the merger of HRT and WAT would improve connectivity between the upper and lower Peninsula. More frequent bus service would help.

Replace structurally deficient bridges.

Need to get the public involved in defining their transportation future.

Get the planners away from the village, limited access vision. Multiple access, grid pattern design allows for multiple choices to avoid backups.

Clustering development around light rail should be encouraged through land use and special area plans.

I wish the region would not rely on private infrastructure to be the new method of building local bridges and tunnels. These companies should not be turning a profit off our inability to plan for the future. In addition the toll puts a measurable limit on economic growth that would otherwise not exist should the passage be free and uninhibited.

Bridge needs will need to be addressed. In developing project priorities, simple cost/benefit analyses will not suffice because of the disproportionate cost of bridge construction. Perhaps set aside a portion of funds just for bridges or develop a “bridge factor” based on sufficiency rating, weight restriction, etc., to be used in ranking criteria.

We have enough highways! They aren’t the answer for the future. We need better mass transit, with easy access to stations.

A suggestion from someone who rarely rides the bus: make them a flat rate and publicize it well. There have been times I thought I’d try a bus but the system is hard to dig into.

ALL buses should run until at least midnight. ALL new bridges/tunnels/major road projects MUST take mass transit into consideration.

More incentives to encourage employers to offer telecommuting options would be helpful.

We need either taxes or tolls to fund projects. No free lunch.

Develop a consistent ongoing revenue stream for funding transportation - combination gas tax, tolls

ALL buses should run until at least midnight. ALL new bridges/tunnels/major road projects MUST take mass transit into consideration.

More incentives to encourage employers to offer telecommuting options would be helpful.

A dedicated transportation revenue source.

Enforcement of HOV lanes. Improved urban bus system (see Seattle). Better advertising of bus system. Encourage/give incentives to use public transport to the high-density employment areas: Shipyards, Bases, Ports, etc. to reduce localized congestion.

Same as Number 11

We need either taxes or tolls to fund projects. There is no free lunch.

no
The Ferry between Portsmouth and Norfolk should be free or drastically discounted for commuters. This would significantly reduce the tunnel traffic. Offer CHEAP ticket books for sale to encourage this. If the council members were not able to approve their raises we would probably be able to have that service.

Better coordination of transit routes throughout region. Better posting of schedules at bus stops.

The HRT/Handiride system is a disgrace!!!  Long waits and no shows are too common. The system needs to be revamped for those needing this service for jobs, medical care and recreation.

Continue making H.R. more bike-friendly.  V.B. has made some strides in this; Chesapeake has hardly made any.  Bike lockers would be 1 start- the people most likely to bike 20 miles 1-way to work, of whom we are many, are much more likely to do so if their bike is safe.

1. Every major road should have a bicycle lane (ex Military Hwy, Va Bch Blvd, Laskin Rd, etc).
2. Tax credits for using alternate transportation take takes a car off the road.

The region needs to get on board with smart traffic signals. If the signals were coordinated, a lot of this mess would go away. case in point, military highway

State needs to regain its authority to build roadways. The State of Virginia appears to have abrogated its authority and responsibility for its role in transportation and education. Rural legislators seem to have taken control of the state and are allowing urban and suburban areas to their own devices.

Require review and analysis of alternatives for road widening projects. Alternative traffic flow patterns, improved bike/ped facilities, Improved transit service, prescriptive land use should all be considered prior to expending funds for road widening projects, especially when the widening will involve the acquisition of residential properties.

I agree with the President’s proposal of high-speed rail, and I hope the Hampton Roads area will participate in this. I’d like to see light rail finished without any more destruction/pollution as a result of it, and I’d like to see bridges, tunnels, and interstates properly maintained. They currently are in a horrific condition- that’s unacceptable.

Increasing the capacity of the HRBT will benefit the region. Unfortunately the mayor of Norfolk opposes this because it will impact several neighborhoods in Norfolk. But most of his citizens, as well as the majority of the region’s driving public, will greatly benefit from these improvements.

Better public transportation. It shouldn’t take 1:45 to get to downtown Norfolk from Chesapeake General Hospital via the bus. It is a 15 minute drive if that. If better systems were in place, more business people would take advantage of public transportation.

The ferries from Portsmouth to Norfolk are outstanding.

see above

Need more transit

Third crossing is needed from NIT. Also, a bridge to Corolla is needed.

Improving HRT bus service by providing less amount of time between pick-ups, i.e. every 15 minutes instead of every 1/2 hour/hour. Each bus stop post what buses stop there and route. Some buses to run longer into the evening. the one by my house ends at 7:00. Work on a dependable mass transit system. Japan has excellent transportation system!

Convert HOV lanes to HOT lanes

Improve signal timings

1) Enhanced bike / Ped connectivity
2) Prioritized CLRP, develop since of sequence of project needs
3) Enhanced HOV/HOT lanes that spans the entire region

4) Transit enhancement that link rural and Urban areas.
5) Summary and evaluation of current policies/ programs that impact transportation

Move forward with Light Rail, but make it accessible from the neighborhoods. It doesn’t make much sense for me to have to drive to a park-n-ride depot then get on a bus to take a train.

Do away with underutilized HOV lanes.

I can’t get convenient public transportation from Williamsburg to Norfolk. Bus service is not convenient and rail service is non-existent.

Find people that can staff the TPO that are regional thinkers. They should probably be non-political people.

Down time between bus pick-ups at bus stops needs to be minimized. Regional bike lanes should be more prevalent. Transportation funding certainly needs to be a major priority despite the slower economy.

Change the policies on how the Commonwealth fund transportation.
We must have a dedicated funding stream to provide funding to the projects in our area that would significantly improve traffic congestion. A gas tax is a great idea to increase our funding and it is relatively small compared to $3 and $4 toll rates each way. Make these politicians step up to the plate and come up with real solutions!

Provide the availability of light rail to outlying regions such as the peninsula.

1. Better law enforcement of both cyclists and motorists who are not observing the traffic codes.

2. Air info-mercials on TV to educate the public on how automobiles and bicycles can share the same roadways and get along.

Commuter Rail for Peninsula similar to Nashville, TN;
High speed rail from Peninsula north to Richmond and DC
High speed rail with tunnel for access to Norfolk/Virginia Beach - No new I-564 tunnel to Newport News

I think linking the Peninsula and the Southside through multiple transportation links including ferry, light rail, high speed train, highway/tunnel and buses helps us all.

Provide the availability of light rail to connect all areas

Leadership. In the past America promoted the Litter bug and the President's Physical Fitness. Now we promote gas guzzlers and big Macs. Leadership to change our thinking. Public transit (clean) should be promoted and supported. We should be promoting sexy small cars and the fun of community transit. Europe has something worth checking into!

A direct highway towards the middle of NC (ie Raleigh). Only 1 major highway out of the area is not a good idea.

Put tolls on several major bridges to pay for future highway improvements. Make those who use the roads pay for them not Grandma or Grandpa who are more likely to stay close to home pay for them with higher taxes.

Get rid of the current transportation group and start anew. Obviously this group does not know how to manage time and funds.

Keep Jamestown/Scotland ferry running 24 hours a day. Remove security officer details and replace with random checks by local police using automatic license plate reader and other technology. Re-instate tolls that were removed from ferry several years ago, however lower them to $0.50 for Smart Tag users and up to $2.00 for others.

Current bus timetables are not adequate for new users. Need to do more to make it easier for folks to ride the bus. Add maps and schedules at the stations and stops. Cedar Lane is not good as a main bus stop because no one wants to go there and it doesn't feel safe. Dropping people off across from the mall or closer to downtown would be better.

same answer as 11.

REAL - regional approach to planning, building, and maintaining transportation systems. Don't just keep talking about it - everyone must be working toward the common good - not what benefits the individual locality.

extended HOV lanes and better use of them

RE: The recent I64 work at Battlefield and Greenbrier...looks like it's really going to help with the flow of traffic. Well done, and money well spent!

I would love to see more multi-use facilities. The Town Center in Virginia Beach is a great example.

Third crossing.

Incourage more business to explore telework options for employees.

No more reliable and safe public transit

introduce more direct mass transit to avoid transfer buses

3rd Crossing

Use the D.C. Metro Area as a model for diverse community transit cooperation.

Use all light rail corridors to install several large conduits so that information delivery competition can occur; this will enable telecommuting services on a wide scale vs. the poor capabilities of today's duopoly structure.

Dedicated State/Federal revenue stream, Statewide, with enhanced matching program for local funds.

Again, PPV solutions to existing transportation infrastructure shortfalls, maintenance, etc.

Provide dedicated transportation funding - indexed to inflation, with a % dedicated to light rail. Stop focusing on "regional highway authorities" or similar creations to pass the buck. The General Assembly needs to fix the funding issue.
the exit/on ramps are a hazard - you have people trying to get onto highway (at high speed) jockeying with folks slowing to exit off. No wonder we have so many accidents, not to mention frayed nerves and road rage. Seems to me you should design highways that get cars off the highway, then allow for cars entering the highway (and in that order)

I live in downtown Norfolk, so I can walk to work and entertainment. However, the crime, pollution, noise and ugliness makes me want to move to a safer, cleaner, quieter, prettier area. To find such a place, I'd need to commute back into the city for work and play. Making downtown more pleasant for residents would reduce the need for cars.

General Assembly needs to pass a healthy and sustainable funding bill.

I am in favor of a gas tax to fund road maintenance and construction.

Policies to curb suburban sprawl.

Implementing more bike lanes.

The cyclist who utilizes their bicycle for commuting has been left out of transportation planning. This individual wants to be on a roadway so that they can travel at a steady pace in a safer environment. The separated side paths are a hazard for cyclists at ingress/egress openings, and the opportunity for accidents/fatalities is greater.

Major expansion of a regional transportation system that incorporates buses, light rail and multi-person vehicle usage.

I used to live in No.Va and used the Metro daily - it was wonderful

Light rail connections from Southside to high speed rail on Peninsula so that one doesn't have to drive to Newport News to catch train.

Adopt a mass transit program similar to NY's however I believe that instead of subways we adopt Monorails.

(1) Additional tunnel between Norfolk and Poartsmouth.
(2) Light rail across the region - from Portsmouth through Norfolk to Virginia Beach

460 should be turned into an interstate like highway.

Continue plans and implementation of light rail and other innovative public transportation options.

I would like to see a consistent and reasonable speed limit posted and enforced along the major arteries, especially 64. The muli lane divided portion with a 55 limit is ridiculous and encourages violators.

Change State Revenue sharing to direct more $ to the most populated areas (HR and DC). Implement a local HR area gas tax. Or Income Tax and Out of State tolls.

exit ramp from major highways that are more intregal in land planning environments ie...simple sloping exits...not more cloverleaves.

Light Rail and Bicycle Lanes

Limit parking for new developments thus forcing the use of transit, expanding routing and frequency of transit (within 1/2 mile of every home in the cities and 30 minute service frequency), compliance with TIA analysis, more restrictive driveway access policies.

Need more biking, walking, and "blueway" trails throughout the region to make it more liveable and sustainable.

Hampton Roads desperately needs a functional multimodal transportation system that allows people to move within the region and to other regions without the use of an automobile.

A regional transit/alternative transportation plan is needed.

Don't approve distribution centers in suburban/rural areas that attract trucks that then demand road improvements. Use rail not trucks.

I'm in favor of increasing the gas tax. Although unpopular, it is the ultimate "user fee"

increase gas tax to pay for transportation

Need local control

Put a hold on developing new roads and parking spaces. Emphasize only public transport which is cheaper, cleaner and could be made very convenient.

See above. Commercial trucks keep right on multi lane highways. Increase road taxes 10% until roads up to standard... fix the pot holes AND quit using half-a*s repair methods that aren't lasting even 2 or 3 months. Use Professionals to make decisions. Keep restops open, the Governor can clean them.

An increase in the gas tax, tolls, or a regional sales tax is necessary because the lack of transportation funds is hurting this region.

raise local fuel tax for gasoline; not necessarily diesel.

one that would be kinder to our environment and less dependent on the automobile

I don't think many would mind a 'transportation authority' existing if it was composed of directly elected, 1yr term, non-consecutive limited, non-politicians -- i.e. citizen statesmen. It could also constitutionally have taxing authority. With VDOT and HRT in good shape, the public will have much more confidence.
We need public transportation. It should reach everyone, not just those on a major street.

Light rail needs to extend to the naval base to ocean front, Virginia beach, Chesapeake, and Portsmouth. The cities need more connectivity and light rail can provide it! Regional cooperation is critical but currently lacking.

Increased gas tax to fund projects above.

Time of day restrictions on commercial traffic.

Instead of a 3rd crossing where currently planned move it further up between N News and Wmsbrg area and bring it across to link with an improved 460. Current plan just changes the choke point.

Encourage people to live closer to work and school by tax incentives and paycheck bonuses.

VDOT has turned back into a group of village idiots. Shuting down the ferry at night? Closing rest stops on the interstate? VA is heavily dependent on tourism so we're going to make it harder for people to visit? VDOT needs to get real.

SEE ABOVE for answer to #12.

Light rail incentives or reimbursement programs through large companies.

No

add bike racks to buses and around downtown areas.

Take the most traveled highways (tunnels & Interstates) and toll them. The people who use them should help pay for them with either a toll or tax.

more county and city coordination.

The light rail project extension to Va Beach would be very beneficial as well as improved transit service throughout Hampton Roads.

Cheaper bus fares so that buses are an attractive alternative to driving, esp. from Norfolk to the Beach and along the major commuter routes.

Third Crossing Project

Identification of dedicated transportation funding sources. Prioritization of transportation needs.

Get trucks off 64!

Bus Services or Rail

I believe the more regional approach you can provide to handle policies and programs will eliminate special interests interfering or impeding progress for the overall good of the region.

No

I think the State Gas Tax should be increased via an application of a 5% sales tax and revenues restricted to a dedicated regional transportation improvement budget.

belt connecting Chesapeake bypass to southern VAB.

Bike paths or trails like New York, DC, Philadelphia, and other cities. New York Have showers on their paths. DC have Food, Phones, Lights on their paths. Nothing to do in this area. DC paths go from city to city. We need sidewalks, I often see people walking in the street and grass. You have to provide bus from city to city.

The question is how do we pay for high speed rail between the golden triangle cities.

Focus on improving transit, walking and bicycling facilities; encouraging people to use them. Ferry service vs. HRBT: reward ferry users, get them there faster. Learn from other cities/regions that have been successful. Give companies tax breaks for helping employees commute by bike or transit. Publicize, educate!!!

Light rail needs to extend from the naval base to ocean front, Virginia Beach, Chesapeake, and Portsmouth. The cities need more connectivity and light rail will do it. Traffic is horrible everywhere you go. I don't enjoy driving because it is a chore!

Light rail network through Hampton Roads cities and better freight service from Ports to points west. Would require cooperation between cities. We should all work together for everyone's profit.

Regional cooperation is a must! All for one; one for all concept needs to be implemented.

13. If you could change one thing about the Hampton Roads region, what would it be? (Limit to 350 characters) - Responses

Answer

A dedicated source for transportation funding

Improved regional cooperation between localities.

Traffic congestion. Too many cars on the road.
Regional cooperation

Replace Midtown Tunnel to six lane AND a light rail line.

Naming of 64 East when it actually goes west.

The poorly designed transportation system

All bridges, no tunnels.

The fact that there isn’t transportation such as the Metro.

Regional cooperation

Add another crossing

Create reliable mass transit system that thoroughly covers the entire region

Traffic

The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! The traffic! Bumper to Bumper traffic patterns.

Urban sprawl

Light rail systems connecting all of the cities. I should be able to ride a system to all major points: VB town center, Harbor Park, oceanfront, MacArthur, NN Shipbuilding, Oceana, NOB, Norfolk Airport, NNAirport, LAFB, Peninsula Town Center, City Center, Harbor View, Greenbrier, Yorktown, even Williamsburg. Add more bike trails.

Make it one City

Better bikeways to connect major business centers.

Not have a huge body of water that separates the peninsula with the southside...

Light Rail system connecting all communities. Improved transportation links to the west such as Rt 460 and passenger rail. Create more elevated structures in lieu of 1 or 2 story developments.

Put the tolls back on HRBT

Improve Traffic flow

Think and act regionally.

Establishing a regional transportation authority with dedicated funding sources for transit and highways.

Then if we still have problems, it is not because we cannot solve them ourselves.

Crowded highways.

Increase the number of higher capacity road corridors through the region. Too many areas are accessible by only one or two major roads which carry the majority of the traffic to and from different parts of the region.

As bad as our transportation problems are, I wish that our crime could be improved.

More enforcement of traffic laws.

Lack of Wash Metro type transportation.

Communication and cooperation of localities with each other such that everyone recognizes the transportation network must serve everyone.

better coordination and communication among the municipalities

Additional regional transportation projects.

Crime rate would lower.

Besides a third crossing over the Hampton Roads, Interstate 64 is in desperate need of additional lanes from Newport News to Richmond or at least to Williamsburg.

Create a mass transit metro-system. AND (sorry I had to give two) do something about the ridiculous abuse of the social welfare system. I’m tired of paying for people to not work, have kids, have someone else pay their rent and utility bills and then complain because they don’t get enough. I AM SOOOOO OVER IT!!!

more cooperation and collaboration between entities

increase access to the waterfront for citizens and tourist. TOURIST SPEND DOLLARS

improve transportation
<table>
<thead>
<tr>
<th>Lack of defined CBD due to multiple large employment centers - sprawl</th>
</tr>
</thead>
<tbody>
<tr>
<td>I would immediately improve the overall lack of significant regional cooperation among Hampton Roads cities on the mainly regional issues of transportation, growth and development, and water resources.</td>
</tr>
<tr>
<td>Better roads and drivers.</td>
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<tr>
<td>Its lack of a core.</td>
</tr>
<tr>
<td>Less military presence.</td>
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<tr>
<td>Add another mid town tube with room for light rail</td>
</tr>
<tr>
<td>I would change its transportation orientation from a focus on moving single-occupancy vehicles to one of moving people to their destinations.</td>
</tr>
<tr>
<td>Concept that we need to move by personal vehicle and as fast as possible. Sometimes slow can be good and it then focuses resources to the roads that help the region best.</td>
</tr>
<tr>
<td>Reduce unchecked development.</td>
</tr>
<tr>
<td>Traffic</td>
</tr>
<tr>
<td>Divide between the peninsula and south Hampton Roads with respect to policy.</td>
</tr>
<tr>
<td>Eliminate Regionalism.</td>
</tr>
<tr>
<td>Greater sharing of and consistency of services (what is offered, costs, etc) among the jurisdictions.</td>
</tr>
<tr>
<td>Subway and mass transit systems that is safe and clean</td>
</tr>
<tr>
<td>Stronger regional planning using regional funds.</td>
</tr>
<tr>
<td>Sprawl - everything looks the same. It is ugly and it doesn't show a unique character for the region</td>
</tr>
<tr>
<td>Transportation</td>
</tr>
<tr>
<td>Kick Social Services to the curb. Fire any judge that believes a child can't tell a lie.</td>
</tr>
<tr>
<td>I would like to see more transit services spread to areas in Suffolk.</td>
</tr>
<tr>
<td>Improve public transportation system so that it is more realistic for busy families.</td>
</tr>
<tr>
<td>Lack of Regional coordination.</td>
</tr>
<tr>
<td>Third crossing</td>
</tr>
<tr>
<td>I love the region. I wouldn't change much. It just seems odd to me that my grandmother who could not drive was able to shop, dine out, visit friends via regional bus in a relatively timely manner and with all the roads and programming available now that I can't do it.</td>
</tr>
<tr>
<td>No more sprawl.</td>
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<tr>
<td>More sidewalks</td>
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<tr>
<td>Infernal and chronic congestion delay caused by tunnel from Peninsula to Va Beach</td>
</tr>
<tr>
<td>Congestion</td>
</tr>
<tr>
<td>Limited Tunnel Crossings or bridge crossing of the Chesapeake Bay between the north and south sides</td>
</tr>
<tr>
<td>Separate Peninsula and Southside Planning commissions and MPOs</td>
</tr>
<tr>
<td>Regional cooperation. We will get nothing out of Richmond as long as each municipality is thinking me only.</td>
</tr>
<tr>
<td>Less road congestion. This can be accomplished by expansion of light rail, construction of a third crossing, and expansion of the HRBT.</td>
</tr>
<tr>
<td>Less old vacant structures.</td>
</tr>
<tr>
<td>Lowered crime rates.</td>
</tr>
<tr>
<td>The lack of accountability within regional public transit authority</td>
</tr>
<tr>
<td>Over development</td>
</tr>
<tr>
<td>Get rid of suburban sprawl.</td>
</tr>
<tr>
<td>Making a light rail system that goes from the beach, to norfolk, portsmouth, and chesapeake. Also incorporating the bus system to work with the rail to make it easy to get around the 757. Like the system in San Diego.</td>
</tr>
<tr>
<td>Change sprawl developments and strip malls to mixed use, pedestrian friendly urban centers</td>
</tr>
<tr>
<td>Regional cooperation.</td>
</tr>
</tbody>
</table>
The region needs to get behind something other than transportation. If we could all agree that Hampton Roads schools will be the envy of the nation, we will attract more business and build the infrastructure needed to support it. Right now we are shrinking and there is no vision for the future.

High Crime in surrounding areas to where I live.

availability of light rail system throughout the region

I would create a metropolitan government based on the Toronto model to address regional issues such as transportation, economic development, higher education, health care, the environment, solid waste disposal.

Interstate Highway System that would reach I-95 with out having to cross MMBT or HRBT -

Expanding I-64 in Newport News is not Productive.

locating employment centers adjacent to housing areas, minimizing the need for use of bridges/ tunnels

Bottleenecks associated with the various waterway crossings.

More Beach access less payment for parking

better regional effort

We don't leverage the military here and tie that in with our transportation issues. Why can't we somehow build the case that improving transportation improves our military, and therefore use that for additional Federal dollars?

I suppose that ties back to HR acting like separate cities in lieu of 1. We need to act in unison on all fronts!!!!

We need regional leadership.

Improve the traffic backups I encounter on a daily basis to and from the Peninsula to the Southside to get to my job.

Better/more bridge/tunnel crossings:

Obtain state statutes that mandate, incentivize and institutionalize regional collaboration.

Better transit options, like other major urban areas.

Build more new houses, apartment complexes and highways.

Less impact on the open land space with central shopping instead of the multiple shopping areas - and new shopping areas next to delapitated old ones...revitalize dont build just because it is a tax incentive to the city...I'll pay taxes as long as they go to where they need to go!

Balance the traffic through the HRBT and MMBBT through some sore of toll or other usage limits.

Raise land another twenty feet above sea level (it's coming, folks)

The sprawl is awful-- it needs to be contained

Cities should work together to solve the region's transportation issues.

Regional cooperation /caring for persons in need

Light rail and better transit to reduce reliance on cars and highways

People living on the Norfolk side of rivers would find a place to work or attending schools on the Norfolk side and those living on other side of the rivers would do the same in their communities.

Less emphasis on road construction, more emphasis on land use planning. Incentives to live closer to work such as reduced taxes, free public transportation, etc.

Regional cooperation, i.e. leaders with the will to do the right thing for the region. Such an attitude would result in a giant step towards solving many transpo and other problems.

I would want to see the regional cities act in a more cohesive manner in order advance the region as a region as oppose to individual cities.

The cities need to be more united - not all thinking that they need to have one of each cultural arts center and sports center - work together to locate large facilities and then improve transportation so that everyone can get there. The cities are all wanting to be the biggest and the best and we are losing out to other metro areas with one city

less traffic

One city instead of 10, like Charlotte, NC.

Disproportionate focus on "southside" issues

TRAFFIC
The us versus them whether it is Norfolk vs Virginia Beach or the southside vs peninsula should reverse itself. The level of parocholism remains a big obstacle. Leaders in the community need to do more to lead in that direction and talk more seriously about merging and or cooperating.

<table>
<thead>
<tr>
<th>The only reasonable way to travel throughout the area is via personal automobile. There are no walkable communities, bike paths, or via alternates in public transit.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased regional cooperation.</td>
</tr>
<tr>
<td>Wider roads or shoulder to allow for bicycle lanes and more sidewalks.</td>
</tr>
<tr>
<td>Congestion</td>
</tr>
<tr>
<td>More regional cooperation between the communities and connectivity without riding the roads.</td>
</tr>
<tr>
<td>Revitalization of &quot;suburban blight&quot; - the substandard housing stock of the 1970-80's which is falling into decline and creating pockets of crime.</td>
</tr>
<tr>
<td>Congestion at the Midtown Tunnel, downtown tunnels, HRBT</td>
</tr>
<tr>
<td>Have more sidewalks or walking/biking trails through main thoroughfares/main streets of neighborhoods.</td>
</tr>
<tr>
<td>Have more parks, more trees. Quit cutting down the trees, the flood prevention.</td>
</tr>
<tr>
<td>Too many empty houses - stop building new homes.</td>
</tr>
<tr>
<td>Lack of a regional consensus for action. This is a big and important region: demonstrate this wherever possible.</td>
</tr>
<tr>
<td>Lack of regional cooperation. Came here from NOVA where local governments cooperate on transit, transportation, bike trails, etc. Even have regional funding of projects. This region will remain a backwater unless it gets over its old prejudices.</td>
</tr>
<tr>
<td>Revitalize core centers with development, living and entertainment opportunities leading to pods that can be tied to transit opportunities.</td>
</tr>
<tr>
<td>Separate Peninsula from Southside interests.</td>
</tr>
<tr>
<td>The traffic.</td>
</tr>
<tr>
<td>That the municipalities would work together on a regional basis and stop being so parochial in &quot;individual projects&quot;</td>
</tr>
<tr>
<td>Eliminate sprawling massive highway strip development like seen on Military Highway, Greenbriar Boulevard, Jefferson Avenue, Mercury Boulevard, etc.</td>
</tr>
<tr>
<td>Fix the highway and freeway infrastructure to include all bridges and tunnels.</td>
</tr>
<tr>
<td>I would curb suburban sprawl development and replace it with transit oriented, mixed-use developments. Hampton Roads suffers from heavy congestion due to the spread-out and low density nature of our cities. Also, because residential and commercial areas are strictly segregated, cars are necessary for almost every aspect of our daily lives.</td>
</tr>
<tr>
<td>Do something to eliminate the perception of Southside vs Peninsula. The Peninsula perceives itself as not respected by the Southside and the Southside sees the Peninsula as an after thought.</td>
</tr>
<tr>
<td>Instead of adding rail tunnels an bridges should be improved</td>
</tr>
<tr>
<td>The urban sprawl that is inefficient and putting a great deal of strain on roads and recourses. I would give Hampton Roads the greatest mass transportation system in the country.</td>
</tr>
<tr>
<td>Eliminate bottle necks at the HRBT so that the area could truly function as a region. Port improvements with rail service, new crossing and improved crossings would help. Tolls and gas tax increases are needed.</td>
</tr>
<tr>
<td>Add commuter train service on the Peninsula.</td>
</tr>
</tbody>
</table>
The inability of the members of the MPO to act on behalf of the regional public interest.

Traffic

64 West actually goes East at one point... 64 East actually heads West at one point.

increase trails so people have the option of riding their bikes to work without having to share the main road with vehicles.

expand the HRBT tunnel

Dependence on POVs and their rude drivers.

Better interstate connections between Southside and the Peninsula. It is classified as a region but with only two bridges it is two distinct financial districts.

less radar guns for state police

Tolls on interstates and bridges to provide adequate funding for those projects needed to expand/improve the current interstate network.

See more redevelopment of areas that have been neglected. I travel to many cities across the U.S. and see shopping centers or industrial areas that are abandoned, which creates an eye sore that can spread throughout that area.

The Hampton Roads region needs to be made safer, on many levels, including reducing crime, cleaning up neglected properties/areas, improving road safety, and safeguarding our schools

More regional cooperation

Lack of coordination and cooperation between localities. We are a region with no one locality more important than the other.

Less traffic and congestion!

Hampton Roads has no regional approach to transportation. We need to select and fund projects on the basis of regional need without “getting my share of the money”. The entire long range plan and candidate project lists must be prioritized to encourage regional cooperation to fund one success then move to the next success.

More bike routes.

Create an independent Transportation Authority that had leverage and taxation/fee setting powers. Perhaps proportionate elected representation from the region with General Assembly representation as well.

Use ferries between Richmond and Hampton Roads for freight.

Get a professional sports team!

Somehow make it easier and safer to get around. Maybe improve driver education and reduce the amount of reckless driving, running red lights, speeding and other issues that lead to accidents and tie up the road system even more.

I would like to see the 64 highway changed to names in the different portions.

Have cities work together as a region to implement a 7 city transit light rail system.

Run the rail line roughly up Hampton past ODU to the Naval Base. Would also like it if it had a spur that continued into Portsmouth and Suffolk.

Mandatory regional cooperation.

More transportation options - bike, light rail, a functional bus system.

Improved public transportation and no HOV lanes.

more regional cooperation

Reduce the population.

Economy!

Traffic flow. Drivers are not educated on the movement and good traffic flow causing many backups, usually for no reason

consolidation of the major municipal governments

Regional cooperations

Bridge/tunnel congestion; ability to evacuate during a storm or take out of town visitors to peninsula without having to allow an extra hour for traffic.

Bike lanes installed on every road.

The HRBT

I have always wondered why we don’t focus more on tourism. We have an ocean for goodness sakes, but Town Center was built in the already congested peninsular area. Why not build up the oceanfront more? Make it more family friendly... lose all the bars. Think "Downtown Disney"
More patrol on roads and highways to get speeders and bad driving.

One city...one name...one government...national recognition, with independent boroughs of Norfolk, VaBeach, Portsmouth, Chesapeake, Hampton, and Newport News.

Find a political way for the region's local governments to invest in regionally important projects instead of being limited to investing only in their individual communities.

Better regional cooperation

Local street and highway traffic improvement

The various local communities seem to look out for themselves first and last. This is severely limiting our growth potential. It is even more apparent when we consider the lack of cooperation amongst our legislators. Though Republican, I have come to believe our VA legislators in Richmond are clueless to what the future could be for VA.

The out of control sprawl in the Beach and Chesapeake, and now in Suffolk. The open and contentious attitude by City of Norfolk leadership toward City of Virginia Beach leadership. There is much to be gained by a cooperative and inclusive attitude among all cities, and the condescending attitude by Norfolk undermines such potential progress.

Better bike/walking access to places. That's one of the few things I like better in larger cities. It has the added benefit of a healthier community, which hopefully translates into health care savings, cutting down congestion, and fossil fuel costs (and that's coming from a conservative, not a liberal!).

Clean waterways - lakes, rivers, ocean.

The Crime. Crime is a big problem here. Stop getting traffic cops and start putting in police that protect and serve. Combine all 5 cities on southside and several on north side we need light rail.

The competition between every city and county for everything - Norfolk always wants everything there, Virginia Beach always wants everything there, Suffolk wants Norfolk and Virginia Beach NOT to have it... and that's just on the southside - doesn't even get into "southside vs. Peninsula" issues

Eliminate the rampant parochialism and get the cities and municipalities to start acting as a single region.

The lack of cooperation between regions. Why does Williamsburg have to have a separate transit agency from HRT? Why should federal funds be diverted from NN to help pay for Norfolk's light rail, which will not really benefit the Peninsula much at all? In addition, we need to change the attitudes of the citizenry about transit & rely less on cars.

Transportation congestion.

More collaborative public decision making.

Focus more attention on planning to infill / reuse commercial/retail centers that become antiquated and/or underused as newer developments sprout up on the periphery. Newtown at 199/Monticello Road vs. Williamsburg Crossing at 199/Rte.5 is a classic example.

Transit service that is focused on Downtown Norfolk. Seems like 80% of the bus lines go through Plume Street!

Improved Regional Coordination/Cooperation

We need transportation solutions to make the region more cohesive and therefore more competitive with other regions, not with each other.

improve traffic flow

Reduce transportation congestion!

Hire more highway patrolers to watch out for those who think they own our roads and like to sneak in front of others who wait in traffic, those that drive on the side of the interstate just so they can pull in front of everyone else.

I would change the mindset that a lot of people hold. The idea that all land uses should be separated. And that social classes and races should be separated. This idea translates into policy and is the source of fear that light rail will bring crime and undesirables into Va Beach. This is a flawed ideology. Additionally mixed-uses are better!

Reduce the crime in the neighborhoods. Limit the amount of residential units in the downtown area. The residents living in the downtown area expect suburban comfort. It is not possible. Major events for families scheduled for the downtown area have been eliminated because residents did not want the noise or crowds! You get what you pay for!!

Urban blight in the older cities.

Urban blight in the older cities.

Regional cooperation.

I think the area needs a better transportation system linking the cities. As baby boomers get older it is going to be more difficult for them to drive from place to place and a transit system is going to be important.

Traffic congestion spirals to failure if one incident occurs in the network. We need more significant secondary roadways.

It would be nice if some of the main streets (Va Bch Blvd, Independence, others) would flow better regarding the lights. Some of the traffic lights could be optimized better to maximize more car flow through them.
Quick public transit (high-speed rail) between the southside and peninsula.

Regional planning truly representing all cities interest. Mid town tunnel is not just a Postmouth/Norfolk problem. Jordan bridge is not Chesapeake, must find a way to develop transportation corridors!

A truly cooperative approach to regionalism rather than those with vested interests or solely from the Southside.

Simple - congestion.

Too many local governments -

(Get rid of billing insects??? Get the cities to work together to make things happen!

Get rid of the criminals

increase regional cooperation in addressing social and municipal issues. Through increased cooperation develop a stronger economic base and strategic approaches for the entire area

That ALL localities work together as one community, giving us more power and influence at the State/Federal/International levels.

building more highways alternative to I-64 that gets really congested whether going downtown or midtown.

The prevalence of the military

Improvement in transportation

A core center that would attract young professionals.

attitudes about regionalism. we need to encourage more cooperation among cities.

more walking and biking trails

A local sense of identity/pride. So many temporary/transient residents prevents a local sense of identity and pride from developing.

Save the trees....we are losing our appeal everywhere....

Would increase cooperation between the various cities. Would really rather it be one big city - but if it must be 5 separate cities, I would give some of Chesapeake's land to Portsmouth so that it would have a better tax base and have room to expand. Would give some Virginia Beach land to Norfolk for the same reason.

better traffic flow

Regionalize!

Improve transportation.

Better transportation coordination between Peninsula and Southside

Switch to regional government.

Move interstate highways away from older residential areas.

Make it more pedestrian friendly. Better transportation options, more sidewalks, more off street trails. Oh, and I would add a few mountains!

put more focus on low-income residents providing easier access to jobs, housing, medical care and recreation.

increase regional development and participation

Traffic. The many different driving styles aid to accidents. There should be driving schools that allow for points to be given which insurance companies can translate into discounts.

Connection to high speed rail.

more green open space

**Make the VB resort area more resort-like, less carnival-like.**

Stop assuming that everyone drives or has access to a car.

Help my fellow citizens w/ conservative values understand that bikes help us to fund the terrorists less.

Lack of cooperation and redundancy of services between cities

Quit bringing 4/8 lanes of traffic into 2 lanes of tunnel/draw bridges. I can't believe that your traffic planning people are so stupid!

more pedestrian and bike friendly

Better more reliable transportation network. Moving between the Peninsula and the southside is a hit and miss proposition.

Would combine all of the Southside Cities

Reduce traffic congestion
Do not take commercial property and rezone it residential just because it is near waterway. Chesapeake, do not convert commercial property near Southern Branch Elizabeth River to condominiums. Should be left to its current use to avoid clean-up costs and conflict with adjacent commercial business.

The region is in dire need of effective regional cooperation in transportation as well as other issues.

There would be better integration between cities as far as the roads and bridges go. The bridges/tunnels have not been properly maintained, and have not been adequately designed to support the amount of traffic they currently support. The taxpayers should feel more travel options than we have.

Fill in the Elizabeth River and Hampton Roads (just kidding). I would increase regional cooperation.

Public Education

Have Cities work more closely together

That the whole area would be more pedestrian and biker friendly, that a clean environment including our waterways would be foremost in our planning, that mass transit would come about that is practical, that high speed roads through residential areas carrying giant trucks would be prohibited and that in general this area lower its carbon footprint.

More cross municipal collaboration on projects effecting the region as a whole.

We should be regionally governed to plan better for the region that we enjoy.

probably the mounting traffic

Please see answer to question 12.

1)HOV lanes from 460 (Suffolk) to Norfolk, HOV lanes from Va Beach and completely around 64 and 664 loop

2)Add Transit around the 64, 664 loop that ties directly to Norfolk, Va Beach and the Naval Facilities and cross over to Portsmouth

3) REDUCE TRAVEL TIMES

Increase Economic Development! Hampton Roads should be attracting the big companies to this area. This is great area to live and work, but does not offer enough variety when it comes to employment/business options. Most people have to work outside of the cities in which they live and that's not always a good thing.

Lack of a sense of regionalism

Adequate notification of bridge lifts rather than when I'm headed for a business meeting and the tunnel suddenly stops and traffic is backed up for 20 minutes.

Urban sprawl.

I have too often been the victim of 2-3 hour commutes home from Va. Beach to Smithfield as a result of traffic. Many times the HOV lanes could be opened to resolve some of the problems but they don't do this and it's very frustrating.

Create an over arching planning entity with excellent leadership, that would be recognized as the "go to" regional planning body for the region. This region has a wonderful future if it could pull itself together to act as a region, instead of a collection of competing localities.

Regionalize it. Too many small governments fighting over scraps instead of pooling resources.

More cooperation between the regions. We can no longer look at ourselves as independent cities. There is a huge crossover between the localities, we share similar issues that can resolved regionally. Develop an MPO that is comprised of only Mayors and City Managers to resolve regional issues.

More land preservation and conservation, less suburban sprawl.

Acceptance of mass transit as a means of transportation for everyone, not just for those who don't have cars.

The traffic/tunnel congestion. Need more options for crossing the water and need to encourage flex hours and teleworking.

Want more public transportation in the idea of expanding the already building TIDE rail

The perception that the solution to our transportation needs is to construct more/wider roadways.

the condition of the roads (potholes)

I would make public transportation accessible and available in all neighborhoods. I would make it affordable and schedules to run at reasonable intervals and on time.

More regional cooperation between the 7 cities, less resistance to change what we can, e.g. transit, libraries and other municipal services.

More transit routes. More options in bus routes.

I live in Dam Neck but work in Norfolk/Tidewater Drive. To use the transit system I would have to ride at 5:30am get home by 9pm each work day. That is not acceptable.

Converting the "slums" into safe communities

Term limits for all elected officials

Elected officials to take a stand on issues and not hide behind public referenda.
reinforce the existing traffic laws

Pot holes! I know VDOT knows how to fix them. Why don't they do it right? They do not follow their own mandates (I do road contracts for my county). Such trashy workmanship. Just check out the slow lanes on either sides of the 664 Tunnel. Why does every hole need to turn into a bump? VDOT would not tolerate these types of repairs from my county!

Stop integrating different income level housing

increase public transit

Somewhere need a major league sports team in the area.

Provide incentives (ie: tax cuts) for those living and working in the same city. Impose higher taxes to those working in another city or farther than 25 miles to encourage people to live closer to work and shorten commuting times.

revitalize current depreciating areas.

improve our school system through school vouchers and privatization. Rearrange the grade level groupings to be K-3, 4-6, 7-9, and 10-12. By the 11th grade a student should be preparing for college or learning a trade. When they begin college they should have to only have 2 years to complete their first degree.

increase the current traffic volume/flow on most all former two (2) lane rural farm roads in the south Hampton Roads area, i.e., South Dominion Blvd (17S) at Cedar Road, Waters Road, South Battlefield Blv., etc.

More cooperation between localities on planning, transit, library and other issues. Sometimes, the right hand doesn't know what the left hand is doing.

improved interstate highways and bridges/tunnels

Reduce congestion on Interstate and primary roads.

Provide incentives for alternative energy. Change ordinances to small windmills in the city and to encourage solar on rooftops.

The HRBT.

It would become a big city with one unified government instead of 13 different governing bodies.

Stop talking about a regional approach to planning - Just Do It!

Capacity of water crossings (ie Downtown Tunnel, Midtown Tunnel, HRBT).

Something relieve traffic on I-64.

Why don’t we have a professional football team? Really? There are many other NFL markets that are much smaller than ours. If the cities could just cooperate...it would be a boon for our region.

More affordable housing. Prices have increased steeply, and wages have not kept pace.

You have to live and work on the same side of the Bay.

More Bike Lanes. Ability to bike across bridges/tunnels

Too many cars on the highway going from Williamsburg to VA Beach.

If I could enough funding to replace at least two (2) tunnels HRBT & Down town tunnels to the bridges to reduce traffic jams and save precious time.

Traffic congestion at the HR Tunnel

The traffic is terrible. It is a real deterrent to traveling from the Peninsula to the Southside.

Less traffic congestion on I-64...less tunnel congestion

Ramp growth that weakly considers the common good in favor of "property rights" of owners and developers. The big property owners and developers have become equivalent to ancient original voting "rights" which have been shown to be a distortion of the equality embodied in our nation's founding principles.

Small interesting projects should be considered more often to solve immediate neighborhood needs rather than waiting years to come up with a BIG plan.

For the long run I believe the area would be better off with a central government, planning staff, budget, and plan for the future. The many small city governments are redundant and limited in their vision and power.

Consolidate the seven major city governments in Hampton Roads into one municipality.

Route 64 heading just anywhere is not a viable means of transportation. Also need a 3rd crossing.

I'd make it one city. Regional factions and regional thinking have stalled growth in Hampton Roads. Its ridiculous.

Regional cooperation among the citys.

city to city fighting/three cooperation. We are a region, so city government should act like it and join forces.

Lack of affordable, attractive, safe housing. Norfolk has failed to preserve the character and charm of it's older buildings. Rent is ridiculously high to live in a crime-infested, dirty area. Home-buying is equally frustrating. $200-250k could buy quite a bit more in Richmond and NOVA. Norfolk isn't nearly as attractive as either.
| A better identity. You cannot find Hampton Roads on a map, except a nautical map. We are a large and diverse MSA that could benefit from a better identity. |
| Cities should work as one - standardize zoning, could even become one city southside and one city on the peninsula. We spend lots of money duplicating efforts. |
| The ability to travel around by bike |
| Connected light rail system |
| Parochial attitudes and the rejection of being a CITY that is recognizable instead of a "region" that isn't even on a map. It just doesn't make sense, and I personally have tried to use HR in all of my daily conversations, and then I have to identify where it is I'm talking about by giving the name of the most recognizable city - Norfolk! |
| Regional cooperation and traffic congestion |
| Dependents on the tunnels |
| increase level of civility among citizens. |
| Allowing Virginia Beach to build Town Center without adequate road infrastructure in place. |
| HRT's involvement with mass transit. We should not outsource our transportation to private firms. We should keep it within the DOT. |
| Regional Government is essential, especially to coordinate actions, and help equalize education and development issues. |
| Diversify economy. |
| Traffic jams |
| Better traffic flow. At obvious times, traffic comes to a standstill on a daily basis. Other areas certainly face the same problem but there must be things we can do now to help. The suggestion last year to charge for use of the HRBT was laughable considering the current traffic. |
| Build a 3rd crossing. HRBT or MMBT |
| Coordinated traffic flow (traffic lights) |
| Less lazy people |
| Facilitate Traffic in constantly congested areas by re-designing some intersections. |
| I would add a major league sports facility. |
| We need more regional cooperation and less regional competition. |
| Population congestion |
| Redistribution existing development into a nodal pattern so that environmental harm is minimized and a multimodal transportation system is supported. |
| Limits to regional cooperation. |
| Traffic. |
| Force people to live within 5 miles of where they work - that would cut down on allot of trips. Make the navy bases force their workers and sailors to commute in car pools. |
| We'd be a single metropolitan area. We'd be far more efficient if we all worked together. |
| more creative neighborhood zoning to allow for small NEIGHBORHOOD-BASED shops such as bakeries, green-grocers, etc. |
| Lack of regional cooperation. |
| Stop wasting money on projects that are outdated before start. |
| More 'fun' venues for families. |
| Make it a transportation hub. |
| Reduce traffic congestion |
| Force all those cities to get together and work together regionally. |
| Better planning of our highways and tunnels/Bridges to manage the growth we have experienced. |
| Lack of transportation intelligent Government and greedy, selfinterested city council persons. |
| More regional cooperation. |
better economic collaboration among communities and greater collective overall influence on State Govt.

It would be easier to get from one place to the other and that we could work together to create a community that would serve our grandchildren’s grandchildren...more attention to tending to our earth rather than depleting it.

More cooperation between the localities for the good of the region and less of each locality only trying to help itself rather than looking out for the good of the region.

Remove the evil nature of people.

Better emergency planning

More regional cooperation and less competition between municipalities.

Light rail all over the region, not just Norfolk & Va. Beach. VDOT’s not providing for future light rail to Portsmouth with the proposed new Midtown tunnel tube is shortsighted and inexcusable.

less traffic congestion at peak times, improved traffic flow

Less congestion

Eliminate the competition between the Peninsula and South Side

The maintenance of City Roads and Interstate surfaces.

more water crossings

lack of foresight by cities.

The aged infrastructure.

Another crossing for getting from the Middle Peninsula to Southside.

We need mass transit to link cities together.

Have light-rail from outlying area to hub cities for shopping & employment transportation, with connections to bus routes.

improve roads for pedestrians and cyclists.

The choking effect of our roadways especially along I-64 at Ft. Eustis, Patrick Henry Mall, and the HRBT.

I’m not sure how this could be improved but dependency on tunnels causes such a gridlock. It’s hard to get out of town under normal circumstances much less if there was an emergency evacuation.

Cities working together on issues, like each city with a conference center which by them selves are too small to compete with Charlotte or Atlanta

Better control of development and better coordination among the municipalities or better yet, consolidation of several existing municipalities inot one or two

More options for crossing the water, better system for clearing traffic obstacles

traffic congestion

expand midtown tunnel (and third crossing) .... if midtown or downtown tunnel is unusable for period of time (like when midtown tunnel flooded by hurricane) there is a HUGE impact on the south side

HAVE Public transportation.

To finally and really clean up the Bay

Fix the tunnel system. Traffic would flow better if there were more options.

Better and more efficient interstates betweeen here and DC.

the daily traffic headaches.

More light rail and transit service. It would be great if I could drive 15 minutes from my rural home to a light rail station and travel anywhere in Hampton Roads by rail.

Increase residential density and mix the zoning up so people don’t have to travel so far for everything everyday.

Provide adequate funding for transportation needs

improve the transportation system and provide mass transit opportunities - especially light rail.

create an effective mass transit system.

more cooperation on regional issues.

increase transit options available to citizens.

Tranist, particularly light rail between Peninsula and Southside.

The HRBT - not sure what to do about it - but the traffic gets worse and worse each year.
Traffic congestion!!!!!

It amazes me that on a peninsula no one ever thought we'd run out of room. We need to create smaller, faster, and better transit options, like bus lanes and light rail to move people around the region. We need to create transit stops and repurpose the land around it for mixed use. We have to stop pretending that our resources are infinite.

Have more affordable housing and better commuting

I would change the "what's in it for me" attitude the counties and cities have in regional projects to "what can I do to help the region grow and prosper".

Improve regional cooperation

Better interconnectivity

less traffic

Buy a professional sports team and put it in Suffolk Va. Join Downtown Suffolk to Portsmouth with a light rail.

Wish there was light rail/bike/hike/trail from Oceanfront to Norfolk.

Traffic congestion. The I-95/I-64 interchange to include in-dain river is about 5 years max from becoming the infamous mixing bowl of the 60's in norther VA/Pentagon area. it desperately needs a quick fix

Build an efficient and easy to access light rail public transportation system including service to Richmond and beyond.

Improve education and emphasize the value of education to attract better quality jobs to the area. This in turn would improve land use thus creating more livable communities. Need a smaller percentage of the workforce in menial and low-paying jobs such as Wal-Mart & dollar stores.

Traffic congestion!!!!

Merge all of the cities into one.

Change municipal competition to municipal cooperation.

Less congestion. Larger tunnels, specifically HRBT and Midtown.

Roads!!!

14. If you could preserve one thing about the Hampton Roads region, what would it be? (Limit 350 characters) - Responses

Answer

Open space. the green areas, the smalltown feeling that is quickly going away and discouraging long time residents from remaining.

History

The environment...it's all we have.

The character of our individual cities and communities.

The amount of open space preserved for future generations.

Regional efforts.

Our quality of life

Views and access to the riverfronts.

Architectural and historical character

Open spaces, water.

N/A

Natural resources

Keep the open space in Southern Chesapeake, Va Beach, Suffolk.

Public parks, trails, beaches.

The presence of the military installations which help stabilize the economy.

Rural aspects - preserve as much of the remaining agricultural land as possible.

Economic vitality

Our quality of life.

The great Dismal swamp.
Population density
The competitiveness of the ports on the world market.
The history aspects.
The history of Virginia locally and in relation to the US. Too much development looks to demolish our past for progress rather then preserve or incorporate it.
I grew up here, and hope to stay here for the rest of my life. We can have the best of both worlds, the big city atmosphere that attracts business, entertainment, arts, etc... while keeping the smaller town feel in our suburban and rural areas. I encourage the preservation of green space and environmental conservation to have a clean community.
Open space/green space
as much open space as possible.
the individual character of each locality
Beach community.
The beauty of its green spaces, parks.
The natural environment as a whole including the Chesapeake Bay.
Classic/ness of this area. So much architecture. The arts. This city has hope... but everyone must believe in it.
cultural amenities, historical attractions
KEEP THE MILITARY, KEEP THE MILITARY, KEEP THE MILITARY, where would this country be without the Armed Forces that represent themselves in Hampton Roads.
Downtown areas
Oceanfront land uses
In general, Hampton Roads is a wonderful coastal community that provides a great quality of life for its citizens. We can preserve that quality of life by working together to effectively address those regional issues that face us year after year.
Historical elements.
The historic buildings that remain (not just the facades).
character of Ghent
it's historic locations
I would like to protect the remaining rural land from urban sprawl.
Sense of heritage and the arts and our youthful culture of outdoor activities.
Green space and ocean access
Historical
Unique rural and seafaring character
Protect Historical structures and neighborhoods
The influence of the water and waterways and coastlines.
downtown Norfolk as financial hub
Freedom to move/mobility.
The older buildings
The weather. Mild winters, short hot spells in summer. Definately the weather.
NA
Existing green space
The lives of the southside residents should a big hurricane strike.
Work and recreational opportunities.
public access to the water
open farmland
<table>
<thead>
<tr>
<th>Expand  light-rail service</th>
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<tbody>
<tr>
<td>rural areas</td>
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<tr>
<td>Character</td>
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<td>interest in Confederate History.</td>
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<tr>
<td>Pristine beaches with beautiful views of the ocean, unobstructed by eye sores such as offshore drilling facilities.</td>
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<tr>
<td>Easy travel from Southside to North side and vice versa to encourage less traffic line; better tourism for locals.</td>
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<tr>
<td>Older communities &amp; historic buildings</td>
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<tr>
<td>Quality of life with low crime.</td>
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<tr>
<td>The little bit of open space and farm land that is out there. Limit the building and developing that is going on in these areas. Keep the land to the farmers to farm!</td>
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<td>Local rivers and creeks</td>
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<td>Maritime heritage</td>
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<td>Our environment including our beaches, rivers and other natural assets.</td>
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<tr>
<td>The open feel to the development in James City County. I don’t mind the retail shops or residential development at all, but enjoy the fact that they are buffered by landscaping so the outcome is a pleasant surrounding.</td>
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<td>preserve the open spaces and rural areas</td>
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<td>It's remaining rural open space areas.</td>
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<td>History - Battle of Great Bridge, Jamestown, Williamsburg, Yorktown</td>
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<td>Downtown historic districts</td>
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<td>Existing historic and cultural venues and locations.</td>
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<td>It's waterways</td>
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<td>let's do</td>
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<td>Growth. I'd like for growth in Hampton Roads to NOT stop! Wonderful things are happening.</td>
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<td>Low cost of living.</td>
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<td>rural areas</td>
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<td>The Chesapeake Bay and open land space...</td>
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<tr>
<td>the beachfront</td>
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<tr>
<td>Blue crabs</td>
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<td>Trees</td>
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<td>Beaches</td>
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<tr>
<td>Rural areas</td>
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<tr>
<td>I would want to preserve its historical heritage.</td>
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<tr>
<td>The open spaces that remain. We still need to be able to take a ride into the country.</td>
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<tr>
<td>The Chesapeake Bay. If we can PRESERVE the Bay, we can IMPROVE many other assets.</td>
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<tr>
<td>Water Resources.</td>
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<tr>
<td>Water resources</td>
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<tr>
<td>wonderful parks/open spaces/beaches</td>
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<tr>
<td>Water quality and availability.</td>
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<tr>
<td>Access to water</td>
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<tr>
<td>Water Access</td>
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<tr>
<td>Its character. It is not (yet) as stressful as other locations such as NOVA, it has wonderful opportunities both recreationally and employment wise, but it needs to make decisions more carefully and thoughtfully. There still seems to be an approach of short term thinking.</td>
</tr>
</tbody>
</table>
Quality of life.
Openness
Rural natural beauty and cleanliness
Environmental quality
The beautiful natural areas of the coast, rivers, and swamps. There are some amazing areas yet to be explored.

Rural Areas
Preserve the trees and open spaces. Quit building homes that no one lives in or puts up for sale after one year. There are already enough homes on the market for sale.
The balance between the history and heritage of the region with today’s economic activity.

water access
It's diversity!
Don't Know

historic aspects
The character of being a Virginian and a Hampton roads resident.

Natural surroundings
public access to waterways
Wetlands
Its natural resources and natural beauty.

Waterfront activities for general public.
Lower density on Peninsula.
Keep the Military.
The character provided by remaining downtowns, historic architecture seen in Norfolk, Portsmouth, Fort Monroe, etc., green space like Great Dismal Swamp NWR, First Landing SP, Fort Monroe, False Cape SP, Eastern Shore NWR, and the water.

Natural beauty of beaches and park areas.
trees
I would preserve the majority of our coast line for more publicly accessible development and incorporate it more into the daily lives of Hampton Roads citizens by encouraging waterfront park and commercial development. This way it is more accessible to all citizens and not just the privileged few that can afford large waterfront homes.

Maximizing it Water Assets.
The Suburbs
The rural areas of Suffolk and Chesapeake which we wont be able to preserve if no transportation plan is put to good use.
The waterfront of Hampton Roads is its true jewel. We need to take advantage of that while realizing it is also the biggest limitation as far as transportation goes.
Existing highway system.
The waterways. They are polluted and disgusting.
Open areas that currently have wildlife living there as their home
improving relations with the Military
The last open spaces in the area.
natural areas
Let the Chesapeake Bay Bridge Authority alone. They seem to be fiscally responsible and already have enough money and foresight to want to expand that crossing BEFORE it becomes congested.
I would preserve the beaches and Parks. We are a region that has limited usable open space because of wetlands and marshes.
The range of opportunities, including recreational, cultural, educational, and social places to visit
Open space
Port access must be maintained. Access to the Atlantic Ocean is the equivalent to an interstate highway of commerce entering and leaving the region.

rural areas interspersed between suburban and urban areas. I love driving through green trees.
The historic buildings and landmarks should be preserved and ensure waterways and ocean, etc. are protected.

Beaches and parks.

KEEP the military happy!

Preserve open space to the maximum extent possible.

It's trees and landscaping.

Keep existing areas preserved, especially the Chesapeake Bay. Play up the pollution automobiles cause vs. light rail.
The City Centers need to maintain all the greenspace they currently have (ideally they would add to them within the constraints of money and public safety).

Water access

Preserve the natural and rural character of the region.

Beautiful landscaping and overall aesthetics.

affordable, creative spaces for artists to use

Waterside Marketplace

the waterways and their accessibility

Historic areas, buildings, variety of small museums, Pagoda, Hunter House, etc.

Not much, Hamton Roads is stuck in the past as far as transportation is concerned. If anything was to be preserved it would be the undeveloped areas.
The Chesapeake bay

The older houses and structures. We are so quick to forget our history.

Land. Stop developments.

Southern charm

Access to the water

Nothing. Looking at places such as Baltimore, Washington DC (and the surrounding areas), Hampton Roads seems so "behind the times" so far as everything goes. There have been plenty of opportunities for Hampton Roads to improve, yet they have come and gone like smoke in the wind.

Sad.

The public schools. I think we have some fine and nationally recognized schools in varying hampton roads cities. I am distressed at the amount of cuts being made as a result of the current financial crisis. Hampton Roads schools were coming into the digital age. If our children are to compete we must keep pushing the programs that assured that.

-the distinctive sense of place in older neighborhoods (Olde Town, Ghent, South Norfolk) vs. the bland new subdivisions popping up everywhere

Open space. HR is becoming so much more like suburban metro D.C. I see our future as the present in Washington. It is important to preserve open space, such as greenways with park land and enhanced bike and walking paths (Parts of the City of Arlington are a good example of this). We are land-locked in HR with all of the water bodies, etc.

rural lands, green space. I've been excited about some of the growth and new places to eat in my area, but discouraged about all the greenspace being destroyed. I hope we can stop converting A-1 zoned land into condos.

Access to the beach is being cut off to benefit only the very wealthy. I would preserve our parks also.

The Military and American history:

environmental quality ( I guess that is to RESTORE it rather than preserving it)

HOV flow/schedule is great.

open space and historic assets

Protect the urban area green spaces

Its diversity.
Use of water bodies for recreation and economic vitality.
Sense of history.
The landscape that made it attractive in the first place. The continued use of boilerplate development approaches, the persistent lack of innovation and half measures (lip service) with respect to LID means the outlook is bleak. There is a disconnect between the spirit of protective ordinance and the ability to see it through.
Traditional cloverleaf interchanges. They are predictable. The emerging concept fly-overs, can be very confusing to describe to others.
Our collective identities while moving forward with a regional branding and identity
Parks
Some of our farmlands
Our historic character and architecture. Our old boarded up movie theaters on 35th st and also Granby. Also our older retail corridors, North of Brambleton Ave, 5 points, Old Towne Portsmouth and South Norfolk.
The Waterside area. I’ve always enjoyed the concerts and boats during the summer. Taking summer walks and enjoying the coastline. This may no longer be available if the Waterside is taken away.
rural character of the less developed cities.
Beach access
Beaches and other natural areas in southern VB
Undeveloped land, it doesn’t ALL have to be used up for something. The more populated an area, the more it needs free open area. I lived in the suburbs of the Chicago area one summer and they have a lot of great open public areas/parks/trails/forests.
The multiple arts and cultural events sponsored throughout the region.
Historic and small town feel of Portsmouth and Norfolk. Preserve the rural areas from heavy development, do some master planning!
Its community character and quality of life
Sense of history. Progress and growth are wonderful, but not if we lose what brought people to our communities at the beginning.
Phenomenal access to water
The natural beauty. More mini-parks, pedestrian areas, trees in town. We’re paving over too much of the biggest attraction we have!
With a focus on regional cooperation continue to seek ways of maintaining some of the unique characteristics/identities of each of the regional cities
A central core. HR MUST stop sprawl by concentrating development between Downtown Norfolk and VB’s Town Center. Each City does not need its own downtown. If wastes resources.
Preserve the green forests along the highways as well as around the backbays.
The character that makes it an appealing tourism destination for visitors
The abundance of history in the area.
Diversity: racial, socioeconomic, background, blue/white collar, etc.
Would preserve and improve its economic vitality.
/na
The beaches and the shoreline.
Local atmosphere and vacation environment
Fort Monroe – make it a Grand Public Place
Parks and open space.
Views of water — streams, lakes, inlets, rivers, bays.
Williamsburg! Provide transportation for disabled to explore this area in our region.
Charm of older neighborhoods.
Community. The area has a great sense of community. If we get everyone involved regarding our neighborhoods, we can solve many problems.
Trees and open space, farmland.
Sense of community.
Its natural beauty.
Rural farmlands. Less of them = higher food prices.

Rural areas
the way va. beach treats its citizens: great libraries, good bike trails, lots of parks, recreation centers that have more than a basketball court
U.S. Navy presence

Public parks
Agriculture and open space in Chesapeake & Virginia Beach. Once it becomes developed, that changes the character of the community. Do not consolidate cities to larger government entities. That makes government less responsive to citizen control of government and more control of government over citizens. Larger government equals less freedom!

Preserve the current rural areas as they are. Keep agriculture as a viable regional industry. Limit encroachment by new roadways, commercial and small lot residential.
I do think there is too much urban sprawl. To preserve rural areas/trees/parks we should be more focused in revitalization of areas of urban blight (Olde Towne Portsmouth, parts of downtown Norfolk, parts of Newport News, etc.), than in adding more buildings to thriving areas (Town Center, VB) when the road/parking system cannot accommodate it.

The blue crab population.

Amenities of a big city with a small town feel
Save the beach. We should have more set back from the beach to commercial areas

Preserve whatever natural beauty is left that hasn't been paved over in slap development and sprawl, handed over to the military and industry for bases that have polluted the water and land, that has had housing erected on it and has ugly box retail and commercial structures built that are quickly obsolete and abandoned.

Water quality
access to the natural surroundings such as the ocean, bay, parks etc.
More trees. Build in or around trees instead of plowing them all down.
Identity of each city, not to make Hampton Roads one big City, but to preserve the uniqueness of each City linked together with the appropriate transportation network.

The beaches
Culture
Ferry system
Greenspaces
Always the accessibility to the water for everyone.
Diversity . . of people, places, restaurants, and things to do.
The variety of lifestyles it supports. Rural, City, Suburban, Resort, etc...

Preserve the past. Invest in the redevelopment of our older communities and stop with all the new development. Having enough homes in the area has never been a major issue in this region. Having affordable homes has. We are losing to much precious resources due to development.

Back Bay and other natural coast lines.

arts and culture. We are the largest collection of arts on the east coast outside of NY and we have such things as the oldest continuing running community theatre in the nation, the state opera company and wonderful smaller venues.
I would preserve the REAL wetlands and make them unattainable to developers. Recreated wetlands are not acceptable.

It is the only place in the United States where America was founded. Hold on to one of the richest histories in the modern world.
Pungo, backbay and any wilderness/farming areas remaining.
The waterfronts . . either for good development or preservation.
Fort Monroe for public use only or retirement area for military
Waterways. Clean, scenic, and tranquil. All the beauty that would follow.

Trees
water views and accessibility

Non-developed Pungo/Green Line area
The BAY!
The current open spaces.
Green spaces and farm lands.
The remaining rural/agricultural aspect of the region.
Community character and greenspace like in Williamsburg and James City County.

preserved land
Rural feel of Peninsula Counties
The connection to the Bay. We need to resore the Bay and our rivers.
The military influence on our economy.

For the most part this area has a home town feel, that works. There seems to be some progress toward green and open space-that works well. There has been great efforts in the past to revive downtown areas (Waterside) which is great.

Historical Significance
Beaches, rural Pungo
Reserve Fort Monroe,wet land areas, and park and recreation areas and wooded areas.
The wealth of history
Beach community and open space
Park and Recreation Space
More open space, too many buildings and highway.
all historic sites
The Beach charm
Better economy than most places.

Preserve the Chesapeake Bay! It's our only unique competitive asset. Driving its preservation would drive many other projects, such as economic revival of our fishery & crabbing industries. It would also improve the population "native" flora of the region, since other species require artificial fertilizer and more water.

Hampton Roads as a place with a long history where good seafood is available, inexpensive pleasures are open to all via parks, oceanfront.
The undeveloped areas, seashores, rural and agricultural areas.

Quality of life relating to waterfronts
The character of Hampton Roads, which includes the agricultural heritage and recreational opportunities that make it what it is. The latter is important to economic development and QOL, the latter to QOL (which eventually becomes an economic development issue).

The Port. Hampton Roads has one of the greatest harbors in the world, it is underutilized and underappreciated for economic growth, recreational activities, and tourism
The rural farmland and wooded areas.
green spaces
Our area is blessed with good weather and beautiful waterfront sceneries. Yet Waterside and Ocean View are a waste of oceanfront property. Turn these areas into useable, safe areas for the community to enjoy. Outdoor events in these areas bring people in and keep people here.
Parks and open spaces.
My wife says the regions diversity.
The many recreational opportunities that are available to residents, especially the waterways.
The quality of life that is enjoyed from a historical, cultural and artistic sense. This area is a wonderful place to call home.

History
Small town feel
Natural assets
the Historic Olde Towne of Portsmouth

Olde Towne Portsmouth

Clean air, rivers, bays, ocean, etc.

Small town atmosphere around Williamsburg.

Sense of community friendly environment, green spaces, community events and arts/theater events, bike trails, the portsmouth/norfolk ferry.

The scenery, both natural and man made. HR is an attractive area.

America's First Region status. Maintain historical significance.

Rural/farm land

Historical value

History

I like the amount of open space we have now (even though we could use more). New development should be focused on existing sites (redevelopment).

The rural character of the few places that have not been significantly altered by development.

Our unique identity as a maritime community.

Little theatre of Norfolk

History.

Public access to beaches

Widen I-64 through Williamsburg; Add 3rd crossing

Open space

Open space.

Vital downtowns

Old historic areas and lots of existing beaches and green spaces

Environment- waterways

The right to bear arms.

Parks, open spaces, and access to its water resources.

non-urban impersonal feel; living in Hampton roads is no where near the rat race as northern VA.

The water in the rivers, the bay and the ocean

We need to make sure that we preserve the balance between nature and open areas and the need for development.

The hospitality of its people; and, yes this and my previous answer are very relevant transportation -- although they may both require divine (or at least parental) intervention.

Robust military and federal presence.

Spaces for people to gather, especially in downtown Norfolk and downtown Portsmouth. I miss Portside, the old Waterside, and the light entertainment offered in both places.

green space

parks

Sense of community

The diversity in the regions geographic makeup. Options to live in the urban, suburban or more rural areas.

open space - it is not required to have a new building on very parcel of land when there are so many empty ones causing blight issues. Preserve teh open space adn require a percent of empty building be utilized before new ones are built.

Open space in southern VA Beach and Chesapeake

open spaces. we shouldn't pave over everything that is growing

The sense of small-town friendliness.

Ft. Monroe preserved as green space and promoted as a tourist destination.
Fort Monroe!
The wetlands environment.
Living in the middle of the city, with most the conveniences I need in close proximity.
We're spoiled by how quickly we can get to places (within the HR area). Wouldn't trade it for anything!
We keep tearing down historical building in stead of using them. Like Post Office on Atlantic and 24th being torn down for a Walgreens where as if the used building for a walgreens it would perseve some of our past.
Preserve the wetlands and natural areas associated with the estuaries to the greatest extent possible.
open space
Have open spaces too. We should not have everything in one place.
no brainer - the Chesapeake Bay, and we're not doing a very good job of preserving this unbelievable treasure in our own backyards.
The open spaces
Keep the urban look. Match neighborhoods and commercial areas. Try to keep the green areas.
Rural areas
the beauty of the area. it is a great location to live.
Preserve more of our natural and rural areas.
The farmland and historic character.
Chesapeake Bay
Open space and natural areas.
unpolluted waterways and a green environment
the quality of life.
Keep control on population size.
waterfront
Our economy, our jurisdictions, and our infrastructure are all too fractured, but the one thing we all share is the water - we need to work harder to protect the James and York Rivers and Chesapeake Bay, while using them in sensible and environmentally friendly ways.
Hampton University
Our ties to the military.
identity of each specific area while promoting working together
the water
Historical buildings and Revolutionary and Civil War related sites
local character
Preserve the trees, leave the rural areas alone.
Preserve all green areas and halt development and sprawl
climate
Strong military presence.
Natural beauty and habitats along with wildlife. Example, preserve wetlands that attract various birds, reptiles, etc. More accessible parks and greenways.
It's rich history such as our downtown:
Green spaces, parks and gardens. Yards with pretty gardens.
Waterways
15. What is your vision of Hampton Roads in the year 2034? (Limit 350 characters) - Responses
Answer
Vibrant economy with plenty of open space for all to enjoy.
An area with a well-coordinated land use and transportation plan.

A thriving economy offering a variety of work types, mixed urban areas, excellent schools and low crime rates.

A hub of commerce and sustainable businesses and infrastructure.

A tightly coordinated group of municipalities who focus on keeping our communities safe and accessible while ensuring the public has access to the resources needed for a healthy and enjoyable lifestyle.

Link land use and transportation—not all compete for the same tax generators. Focus more on a core center where transit makes sense.

Clouded by current conditions, the vision is not very good. Isolation from major highway and rail corridors must be addressed or economy and population will continue to slip. It is clear that the military will be a decreasing contributor to the overall economy, so we must compete for diversified economic opportunities. We must improve on this.

Widely diversified mass transit.

More mass transit such as light rail between the various cities in the region, including routes that connect the peninsula to the south side other than just bus routes.

An area with a well-coordinated land use and transportation plan.

Better quality schools, less congested roadways, and more employment options (telecommuting) to aid in the transportation problem.

All joking aside, under water.

Where "green" wasn’t just some fad from twenty years ago but a way of life, a way of preserving our world, a way of giving our children pride in where they’ve come from and the knowledge to take it where it needs to go in the future. I want my son to feel safe. It’s not safe here anymore. People abuse nature and the rest of us are left to clean it.

At the current rate - - gridlock - - on poorly maintained roadways.

Would love to see a small town feel in a combined large city. Individual communities where citizens work, live, and shop in a large combined 7 cities. Where people care about their neighborhoods and neighbors.

Transit serving major cores, third crossing, vibrant downtown clusters including downtown Norfolk and the new city centers.

light rail connections throughout the region with major CBD type employment and recreational attractors - enhanced quality of life separate from SOV travel.
I see a great coastal community that has effectively addressed its regional issues—growth and development has leveled off and there is a good balance between development, green space, waterways, and beaches; transportation is balanced between light rail and effective highway traffic movement;

Pleasant place to live where everyone gets a long;

Less provincial; less fragmented; more worldly.

A better involved, informed and educated citizenry that speaks with one voice and is able to make its wishes known in Richmond and Washington

I would like to be an economically thriving region with fewer cars, fewer lane miles of highway, more public spaces, and more efficient ways of getting people from one place to another.

Region with a strong central city’s and has moved to sharing of resources thoughtfully and for the benefit of all the cities. Globally positioned for economic growth.

crowded...grid locked

We need more businesses to come here. Improving the transportation system is critical for promoting that.

A unified region drawing on all sources to provide the best opportunities for its citizens.

Less of a cul-de-sac (ie, improved transportation in and out of the region), and improved quality of life overall. Changes that improve the quality of our rivers and bay. More of a unified government - not necessarily one regional government - but greater sharing, consolidation and consistency of services (might even be less expensive).

One-City with coordinated services to all

One in which freedom to move where and when desired without being tracked is preserved by regional planning decisions to fund highways and street improvements (and limit high-capacity transit visions that under-perform and over-cost).

preserved greenspace, less traffic and a few roads replaced with well-maintained light rail, which will help solve some economic problems as well

35 years into the future. HR will be considerably smaller and wetter, if not completely under water.

Light rail connecting Norfolk, Suffolk, Protsmouth, Chesapeake, VAB, Newport News, and Hampton

Cities are clean and walkable, efficient public transportation allows people ease of movement, schools are safe and high-performing, the region is a cultural hub for the East Coast, public and green space is reclaimed and perserved.

Mobile

Larger space. More efficient transit with stops in opportune locations. Plenty of work centers and opportunities for my children and grandchildren.

I envision Hampton Roads being connected by light rail on both sides of the water and a third crossing of Hampton Roads

a clean livable community, that is easy to get around in

Light-rail connection between all city centers and monoral from Lynhaven Pier down to south end of Va Beach hotel district. Hybrid-Electric buses (with solar panels on roof) burning syngas generated at SPSA & other local landfills to provide feeder circulation system between the neighborhoods and major shopping & social-recreation centers.

never thought about it...

Uncontrolled Urban Sprawl

A sprawling, overdeveloped commercial/industrial site, that is gridlocked due to a planning commission that supports special interests who are dependent on tax dollars instead of supporting tax paying citizens.

A region in decline because our elected leaders failed to adequately address transportation infrastructure.

A vibrant community that blends the best of the military public and private sectors.

municipal core connected via mass transit with spurs to housing base

I hope someday that the leadership (business and political) will accept that we are a middle class community with middle class tastes and aspirations. There is nothing wrong with that. We do not need major league sports or high priced stores.

We need good jobs and a social atmosphere that will make our children want to live here as adults.

older rundown areas redeveloped. New areas more efficient, more modern yet still a beautiful place to live.

I’d love to see a region connected by a safe efficient light rail system....I fear I’ll see a poorly maintained highway system that is a virtual parking lot.

A region linked by a light rail network, functional arterial highways, ample green space, clean waterways, a more educated and healthier populace with less poverty and with world-class colleges, universities and cultural amenities where its residents feel safe no matter the neighborhood they live in.

Very Heavy Traffic Congestion in cities of Va Beach, Chesapeake, Norfolk, Portsmouth, getting old and the population moving west of Suffolk.

revitalized downtown and waterfront areas served by reliable transit, improved water crossings, limited growth of sprawl and strip/big box retail development

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We need good jobs and a social atmosphere that will make our children want to live here as adults.
Balanced, with an efficient flow of traffic and unlimited economic activities.

Our congestion is caused more by the fact that many of us live 25 miles from our workplace than by the structure of our roadways or the density of industry.

affordable rapid transit system to OBX, Hapton, Richmond, Williamsburg, Norfolk, VA Beach

less cars, regional water, regional light rail, better water quality, quality schools and great regional cooperation

international recognition as one region in lieu of 16 or so unknown cities! Fast, interconnected transit system, max use of our water (we lack many great waterfront restaurants, etc.), 10 more Fortune 500 companies, compelling arts, high speed rail to DC and Rail/Charlotte. Free WiFi throughout the major areas of HR. And a regional strategic plan.

Region joined together so that we can support a major sports team.

A region that has earned an enviable national reputation for success as a whole.

Not much different than today - but cleaner, less rundown areas, easy access to everything and regional partnerships - like what you see in Richmond - one government - we should call the region, NORFOLK!

A region that has an identity, with urban centers in Norfolk, Pembroke and (not sure) Hampton

A crowded but vibrant extension of the great Northeast United States megalopolis.

Less traffic, more public trans., more facilities for the elderly that are affordable, places for the homeless. Low crime, easy access to clean beaches. More affordable cultural events. Goos schools. Low taxes.

I would like to see it like pre-world war II.

Trains leaving from Portsmouth to Florida like the Atlantic Coast line and Seaboard did.

and from Norfolk to Chicago like the Norfolk

and Western did. Express Greyhound buses go to Washington on Friday and return on Sunday like they did in World War II.

A more compact urban area with less emphasis to commuting to the workplace. A well planned coordinated environment.

A vibrant, urban area (e.g., expanded Town Center) combined with preserved beach and water-related recreational culture. Relatively easy access across Hampton Roads (the waterway) and to Richmond. A rail connection between the south side and the NE corridor would be welcome.

Abundant and fast public transportation available to take us anywhere we want to go in the region - no barriers, and no cars required. The cities would be somewhat consolidated and more unified in their thinking and working together to build what is needed.

higher density mixed use developments in core areas linked by light rail

One regional city with the inherent synergies benefiting all

A place less dominated by the military presence that has a viable economy that is based on military/government spending

Would like to see Hampton Roads more of a community linked with accessible rail transit.

A 15 minute commute to whatever, whether it is school, work, or play, a diverse array of options whether it is school, work or play and a quite kind of pride that we live, work, etc. here.

I wish it could be more walkable, more sustainable, more community based with fewer sprawling malls with their sprawling parking lots.

More green everywhere

It would be great to drive to a hub and get on train and arrive in Williamsburg to site see or shop, ride to Harbor Park for a game, or even get to DC in a couple of hours - without having to navigate the highways. An overall greener vision for the area - less low rise development and warehouses.

One(1) large metro city in lieu of seven cities

Unfortunately, not pretty. It will turn into another ugly city like the one I moved from.

It could stay a lovely place, if we preserve our trees, open spaces, and parks.

Crowded communities lead to crime & degradation.

A major metropolitan area of importance to the Commonwealth of Virginia, the mid-Atlantic region, and the entire country. A place where people want to live, work, and play as participants in a thriving community.

A community that families where families are safe, educated and able to find employment.

as fragmented as it is now because no city is going to yeild it's power.

A backward metro area in all facets of quality of life issues
| **cooperative region with singular governing (at least each side of the river) authority.** A quiet community of about 5 million with good transit and transportation network serving basically the same footprint that we have to day. A sense of oneness and a respect for being able to live at the entrance to the Chesapeake Bay enjoying the environment without spoiling it.  
| **revitalization of urban areas** An integrated patchwork of nature and people with affordable neighborhoods of varying density connected by public transit. Rail connection from VB to Petersburg.  
(My nightmare is that the sea level has risen so high that all this is moot.) A region with revived regional cooperation, leading to a rail and bus network being built that will allow people to get anywhere they want without using a car. A region that no longer settles for what it gets but seeks greatness, like Charlotte, the NC Triangle, Suburban VA and MD.  
| **Revitalization of core centers that are tied together through transit opportunities.** Clean community with good schools and high tech / military jobs.  
A strong inner Norfolk area.  
A world-class region that has established urban growth boundaries, with vibrant multi-polar central cities connected by rail transit, surrounded by vast areas of protected, accessible green lands, and tied to Richmond, DC, Charlottesville, Raleigh and beyond by fast, frequent electrified rail lines. Mix of urban and rural with improved traffic infrastructure to meet the demand.  
| **congested** I envision a Hampton Roads with fewer highways and far more mass transit. I envision a large light rail system (and possibly even heavy rail as the need grows) that would cover every Hampton Roads city and connect numerous transit oriented, mixed-use developments. I envision Hampton Roads as a shining example of transit and architecture for the US.  
Transportation problems solved with a new sense of unity facilitated by a major league franchise of some sport with Hampton Roads in the name. Not NN, Norfolk., Va Beach, Hpt., etc etc etc. One of the strongest metros in the South with the best transit system in the South. Light rail extended from Williamsburg to Naval Station Norfolk to ODU to Downtown Norfolk to Town Center to The Virginia Beach Oceanfront. Commuter Rail stretching from Suffolk and Chesapeake to Downtown Norfolk. Light rail connections through the HRBT, the MMBT and port traffic routed through rail on 164. A high rise bridge would greet visitors to Hampton Roads and traffic would flow smoothly. In NN the Middle Ground connector would facilitate the traffic from Canon, Jefferson Lab and City center to Warwick Blvd. and CNU. Much less transit by car and much more by rail. Better and more transportation options, whether it be bike routes or metro stations  
| **New development and more traffic** Sadly I see it as an over grown mess still planning a third crossing and wondering why it is the largest economic region without a Major League Sports Franchise. Basically no change from now because neighboring cities can't or won't co-operate. I hope i'm not here. however, a utopian society where every one works to support the community would be nice. It look at least this time frame to construct that 'beautiful' ramp near the coliseum. I hope 664 at greenbriar is finished by then. In a word: GRIDLOCK  
| ** Hampton Roads will remain a thriving community in the year 2034.** The cost of living will be high because of the environmental regulations that will change the way we handle our storm water, which will also limit the amount of buildable area within each property.  
| **To craft a plan of projects that can really be built.** Localities have had projects in the 2026, and 2030 plan with no movement. The 2034 plan should not entail a pie in the sky approach. We need to place realistic projects in the new plan. Funding will be restricted. The majority of funds should be placed against transportation improvements occurring in regional transit (not bus) and repairing highway systems. Beyond 2034 the region should have at a minimum an 8-lane beltway, 6 lanes between Richmond & Hampton, and an additional 4-lane freeway between the beltway and I-95. A sophisticated urban environment with its own unique character but is well connected and accessible to all parts of the mid Atlantic by rail and roads and a mini hub airport with true international destinations and domestic flights that require few changes to most major cities. New housing for the poor. Intermodal transportation from Williamsburg to Pungo. Hampton Roads expansion as a corporate "place to be." Expanded roads and better access in and out of the region. Having a well-planned, well-used interconnected public transportation system that would serve as a viable transportation option in the region. The system would have regular taxpayer support. There would be employer incentives to use the system (such as flex work hours).
I would hope it would be more urban. I'd like to see light rail in all 7 cities. I would hope that town centers would sprawl and that downtown Norfolk would continue to grow and revitalize. I also hope that our airport would expand and we would compete with DC for flights.

Light rail linkage crossing the Elizabeth River to Portsmouth, reaching the Virginia Beach Oceanfront, and reaching the Airport.

Better roads and improved economy

Greater land use and transportation coordination with focus on high density infill and existing urban areas - a vibrate and livable community.

The way it was 10 years ago.

Build in Suffolk, beautiful city, nice people.

Consolidated region served by all forms of transportation and transit links, both internally and externally.

Relocate the Airport to be able to accomodate Interation travel.

Residents no longer avoid downtown Norfolk because of traffic congestion, perceived parking problems/prices, and safety concerns. I live and work downtown; currently co-workers do NOT want to stay downtown after 5pm and they perceive the same problems on weekends.

Bike Lanes, more sidewalks, train & light rail for traveling and commuting.

The way we are going? Sadly not good. Crime is on the rise and it seems the police are more interested in giving out speeding tickets than they are protecting the citizens.

Scared to think of it.

A major metropolitan city, with national recognition and a single name, professional sports teams (NFL, MLB, and NBA). A place that you can mention when you are in the smallest town in America, and they actually know where it is (unlike "Hampton Roads", that NO ONE outside this area knows about).

A community that values education (that is funds it properly), that is technologically advanced to support research activities in the colleges, universities, the defense Department, the ports, tourism and has the physical and social infrastructure to support such a quality of life.

To see more community involvement and a tighter crackdown on crime. Let's pretend for a few years that the ACLU doesn't exist.

My HOPE is for a unified Hampton Roads that as one pushes for the infrastructure needs to keep the region growing.

A region kind of like NYC, where the cities are autonomous boroughs, but each has a unique sense of place and people want to travel across city lines by convenient mass transportation.

Being better stewards of a people-friendly environment is essential now. We cannot continue the development go-go attitude of the past at the expense of the future. I'd like to see many parks along greenways that capitalize on lakes, nature trails, non-automotive transportation. Bigger than neighborhood scale; more of a multi-neigh approach.

Hopefully a cleaner infrastructure. Less longer commutes. Maybe companies could have shared space telecommuting satellite offices on either side of the water. More parks and greenspace. Volunteers that can help maintain these spaces in order to save municipal costs. (Also a chance to help those be gardeners who don't have a yard of their own).

Don't know.

One local government, or real cooperation among local governments, communities sharing tax revenues, a combined school system to eliminate resource (and money) disparity between systems, a fully integrated transit system allowing an easy commute between places; a plan to address impacts from global climate events.

Flying cars and robots that do my laundry a mess

Unless something is done to improve transportation, I envision an area in total gridlock. Based on current thought processes, I see the construction of a 3rd crossing that will ultimately prove to be insufficient. I would like to see light rail on the Peninsula, better transit between the Southside and the Peninsula, and links from NN-Williamsburg.

Greatly improved transportation (no gridlock), and economic vitality based on a diverse economic infrastructure.

Cars stalled everywhere. "Leaders" still not listening.

N/A - will not be here then...

Realistic - a large parking lot.

Ideal - ?? more mixed use (limiting the amount of required travel), high speed routes (individually or mass transit/"hub and spoke possibilities) to move people at reasonable rates. Us country folk often think in travel times at a mile a minute.

Light rail connecting our various population centers and high speed rail linking us with major metro areas as in France

An area where diverse people are welcomed to live and vacation in that meets their needs

Rail system working and safety on the roads
I envision transit completely rescuing our area from the tyranny of foreign oil and future oil price spikes to come. With all commuter trips being served by transit. There will still be the roads for sporadic business trips and the moving of commerce over short distances. But light rail and commuter rail will be the new focus; not interstates.

In terms of transportation, a multi-modal system connecting people and places. Expanded transit where supported by densities. If densities are not supportive of transit, we should not try to force the issue...some people actually like the suburb and rural areas.

Diversified economy with major improvements to road transportation system

I see the area as being a dynamic place to live and providing great services to its citizens. Lots of cultural activities, shopping and wonderful beaches for residents and visitors to enjoy with an economic system that can support the needs of the community.

It will be more crowded, but there should be more large areas left untouched for parks/nature (more than just the big area of Seashore/State Landing park). One metropolitan area working together, one school system, one fire, vpolice, emergency services, etc. We duplicate efforts which just cost more!

One region, one government, one identity

My fear is most likely to be realized. I foresee a huge megalopolis running from Suffolk to Fairfax. The infrastructure for this megalopolis will be supported with higher and higher taxes as more of the population ages and increasingly moves into untaxed income strategies.

Region with integrated multi-modal transportation elements including highways, light rail, high speed rail and ferry service

A beautiful mid-south city with lots of trees and flowers and people-friendly areas to walk, bike, sit, eat out, with community centers built around mixed-use areas taht are SAFE.

A vibrant, easily accessible, affordable, safe and leading edge community that attracts and meets the needs of a diverse population. Efficient and effective transportation system, school system, medical system etc. that is inclusive of all populations

Double population with large towers between Downtown and Town Center. Light Rail connects the entire region with commuter rail and high speed rail.

Population explosion, more infrastructures for better jobs and economy, improved transportation issues especially emergency evacuation systems during disaster operations.

A region that is better connected

A true Multi-modal metro area

To move into a tier 1 city status.

bankrupt

Gridlock because our elected officials haven't got the intestinal fortitude to lead by making decisions.

improved transportation options, less dependence on the navy for economic development.

A region that has planned for and takes advantage of the effects of predicted future sea level rise.

A regional transit system that works for a significant portion of the population.

No more interstate highways -- not even one single lane more than we have now.

People walking a lot more, riding bikes and personal vehicles.

Half the population using ferries, light rail and other public transit on a daily basis.

Corridor development, where businesses, universities, transit and high-density residences are concentrated.

Hopefully a better, safer community that offers more security for families raising children.

livable communities around all areas. better access to education, business, and city offices.

more affordable, accessible housing.

A flourishing community that provides a sanctuary for its residents who enjoy living, playing and working here everyday. The activities are centered on making sure safety and security are paramount which helps support and grow this fine area for generations to come.

Clean air, green space, good, convenient, efficient public transit. Good passenger rail service. Vibrant downtowns.

A vibrant, safe, and healthy place to live and work with a range of transportation and housing options.
1) Coordinated traffic lights.
2) 2-lane roads in the Great Bridge area converted into 4-lane roads.
3) 10% of the population commuting to work by bike.
4) Healthcare costs reduced considerably by #3.

Growing the area smarter by acting as one city, concentrating population centers, and ability to bicycle between home, work and shopping similar to the way Williamsburg does today.

Traffic jams and angry drivers! I left the area to avoid the traffic mess.

Hampton Roads need to come together in order to compete with similar regions such as Charlotte, NC.

Make public schools more efficient in overhead costs such as school design and construction costs. Lower taxes. Reign in government spending by reducing government involvement in citizens lives. Less BIG BROTHER!

Military and the ports will be the core of our economy. Transportation system will be efficient and provide multiple modes of travel through the region. 90% of people will live and work within five miles of central city cores. Portsmouth will become a highly desirable business and residential location.

Better roads with improved/more bridge/tunnel crossings. Rejuvenated infrastructure instead of shut down traffic patterns because of improper maintenance. High speed rail connecting HR to other areas. Light rail in town, with service to most commercial pockets of cities (downtown areas, corporate parks, etc.) Give people options!

I envision the same roads and infrastructure, in much worse condition, with a bunch of much newer cars stuck in a whole lot worse traffic.

Clean waterways and air. Open land -- not too grown up with randomly built subdivisions or office parks. Current infrastructure built upon. Recycle/reuse existing resources.

An end to homelessness.

We are going to be much more urban and need now to plan and build infrastructure to support that growth

Less traffic, lower speed limits, adequate and cheap mass transport,better quality of life for residents especially in older residential areas and central cities.

A light rail system that connects frequented areas, relieving congestion on secondary roads, and continued improvements on the highways.

a connected transportation system with a region decision making body in place

a diversified population living in a well planned accessible and sustained natural environment

Would like to see easy accessibility to highways, a excellent transit system, and thriving businesses.

A major eastern United States urban hub, that provides jobs, entertainment for locals and attractions for tourism with a transportation network that supports the Navy, transit, light rail, heavy freight, HOV usage and bike and ped usage. "2034 - Hampton Roads the New Mid Atlantic New York"

Increase Economic Development. Affordable housing

A region similar to the counties which make up the greater Charlotte, NC area. Without that, this area will never grow.

With the way politicians/real estate agents are selling us down the road for quick profits, by 2034 we'll be a suburb of DC/Philly/NY/Boston.

Part of the allure of this area is the history that remains preserved but the desire for advancement in technology and infrastructure is more and more obvious. I envision Hampton Roads in 2034 not much different than today other than, hopefully, another tunnel has been built.

The region has a very bright future IF IT CAN GET ITS ACT TOGETHER AS A region.

Like to see it grow and be planned as one region. I'd hope that the school system, parks, roads, bridges, and natural features of the area are all in good repair and used by the residents and visitors.

Fewer one person vehicles on the road. Increased transit to key areas, base, shipyards, oceanfront, malls, downtown-towncenter-chesapeake

A functional mass transit operation that has reduced traffic congestion and the number of vehicles on the road by 30%. Reduce the use of fossil fuels by 40%.

More downtown living, no new development rather revitalizing the older suburban communities and public school systems they feed into.

Those living close to core urban areas don't need cars or will rely on them much less than currently.

A city with TREES!!! As it was when we first arrived here 30 years ago.

Peninsula & Southside totally integrated. 10 ways to get back and forth. Light rail goes over and under water and goes from Williamsburg to the Carolina border

More transit, less car traffic. More big city living in downtown areas. Improved older neighborhoods with large run down development changed into lakes.

improve access on primary highways
More people living in central areas (downtown Norfolk or Town Center VB) and taking transit. Gaining more national recognition as a tourist destination. Being able to walk out the front door, walk to a light rail stop, take it to a train depot, and catch an hourly high-speed train to Washington.

Litter, crowd congestion & traffic. . .unless we change direction.

A mess

Less traffic and more bike paths.

I visualize a revitalized Hampton Roads and less urban sprawl.

Over crowded and drastic increase in crime, a long with congested roadways.

A smaller hybrid of the Seattle/Bremerton/Everett model, piece/parts of the Baltimore model and possibly Charleston, SC model applies.

Technology hub for large and small businesses. Huge seaports helping local economy. More planned mix-use communities like Port Warwick in Newport News and like New Town in James City County.

Not that many more people, more clean industry, retention of our young professionals, desirable place to live.

More congestion and a transportation system that can't keep pace with the growth.

Strong urban centers with less sprawl. Light rail connecting those centers. High speed rail connecting HR to the North and South. Wind farms off the coast and water quality improved in the Bay. Healthy oyster reefs and lots of crabs.

Hopping on a passenger train to get where I need or want to go (including areas on the peninsula) and convenient, reliable and readily available bus stops near the train stops.

A region where every child will be viewed as an asset and as such will have every opportunity to grow up healthy, safe, prepared for a positive future. When we take care of the least among us - we take call of all of us.

A mess

cleaner area and better job opportunity, more desegragated schools systems, better transportation systems

Improved transportation infrastructure, an increase in more tourist attractions, and more entertainment venues.

None

A bridge to replace HRBT

An integrated community that incorporates varied land uses and multimodal transportation alternatives that does not limit people to their cars

That there would be light rail or a subway system that could be used to serve the area. Also that there would be increased regional cooperation so that professional sports could be brought in and make the area more unified.

Less traffic congestion on the interstate.

We looked ahead to avert the major dilemmas of global strife rampant in the fourth decade. We have adequate water, clean and abundant energy, a strong source of native food supply (the Bay...?), and we know how to encourage population balance and to protect our citizenry from the "plague years" through ultra-class medicine.

A place where people enjoy being here rather than always looking to make ourselves into ersatz somewhere else. A place with no palm trees wrapped in plastic succeed our indigenous plants. A place which decided that more people doesn't mean successful neighborhoods

Major metro area in Virginia - nationally recognized for workforce opportunities.

Not only a recreation destination, but a business destination due to our strategic location, the Port of Virginia and easy access to the sea lanes. Transportation issues must be solved for that to happen. Time is money, gridlock is a waste of time (and a QOL detractor).

Gridlock - not my choice, but that's where we're headed.

High speed rail connection to other parts of the east coast

older congested city with failing economy due to infrastructure age (roads, housing stock, etc)

I would like to see Norfolk learn from northern VA's metro system and development centers. You can live close to a metro bus or metro stop, jump on, go down to a restaurant, movie, concert, and jump back on the metro. Buses here are only low-income, not professionals, so professionals don't feel comfortable using public transportation.

A safe and enjoyable place to live, work, and recreate with a high quality of life for its citizens. Transportation and associated congestion plays a big part in the quality of life.

A clean Chesapeake Bay. Efficient mass transit, better mix of residential and commercial properties, cleaner environment, no congestion, zero impact bridge openings, desalinization plants to supplement fresh water supplies, clean waterways & highways, effective, mandatory recycling programs, wind generated power, happy, healthy productive people.
More urban planning between the cities. Additionally, older neighborhoods should not be abandoned, but should be revitalized.

An area in total gridlock because our elected officials were not strong enough to make tough, smart and brave decisions in 2009.

A place where citizens have ready and workable access to work, recreation, cultural life and access across and beyond the region.

Mass rail transit system, regional cooperation, preservation of the historic districts with adequate and enforced zoning and codes.

Rocket packs.

A series of unique communities tied together by a regional government and efficient, environmental friendly transit/transportation system.

A sprawling megalopolis similar to the mega-city that covers Northern Virginia, D. C. Metropolitan area.

Less congestion, active/vital downtown areas, residential safety and beauty, well organized, maintained and operating transit system.

We obviously need to solve the transportation issues. Equally important is a way to insulate us from any reductions in military spending. I believe we will remain a very vibrant and exciting community. We just need careful, well thought out long range planning.

Ten or more Fortune 500 headquarters, more high paying jobs, a major sports team, light rail connecting Peninsula and Southside, HSR from Richmond/DC/NC connecting to light rail in a southside city, #1 port on the east coast.

Low crime, improved traffic flow

Congestion everywhere. Surry will be like downtown Norfolk, developers will be happy, citizens will be sad, transit will be woefully inadequate. rail transit will have failed, use of the water for transit will have expanded

Healthy, liveable, sustainable and robust communities and economics.

More organized transit systems, reduced traffic, reduction of road construction areas when typically evaluated as un-necessary

An integrated, regionally competitive area with world class amenities and sports, like the Charlotte area.

Sitting in Traffic.

A low crime area with great schools and nice neighborhoods.

Increase gas tax to pay for transportation

Less sprawl

On big happy city with lots of focal points for living shopping and having fun.

A fully integrated transportation system (smart traffic management systems) serving the region.

Survival which may be a farfetched wish in light of the grossly inadequate leadership.

A vibrant economically healthy region with excellent schools, employment opportunities, and smart land use planning with a transportation infrastructure that includes higher speed rail, improved transit services, and maybe congestion pricing.

Clusters of town centers separated by some green space, rural land and lots of maritime industry = the #1 commercial port in Eastern US.

A community being smarter about working together and conserving rather than exploiting our resources

One region being the highest desirable place to live and work considerering crime, education and transportation.

Home.

Doubt I'll be around then. In 2034 I'd be 87.

That people will be able to get to and from their places of work, school, entertainment venues without difficulty, and there won't be barriers like tolls preventing people in parts of Hampton Roads from the opportunities existing in other parts.

And of course, I'd like to see everyone's neighborhood safe, so that life can be enjoyed without fear.

Don't have a clue and will be too old to worry about it or deceased.

If something is not done about transportation, I fear the military, ports and business growth will be adversely affected.

Over crowded, too many buildings, no open space, traffic congestion.

Goal: light rail in VA Beach and to Naval Base, better functioning highway system, esp. for water crossings

Reality: increasing gridlock every weekday morning and afternoon in multiple locations and during summer weekends at HRBT and I-64

A broad expanse of bumper-to-bumper traffic with little green space thanks to unbridled development. Make money is good for everybody, but people need to show some common sense or they'll kill the golden goose that is this area.

It would be wonderful to be able to take mass transit safely from our homes to jobs and shopping and parks and recreation to reduce global warming, that doesn't take 2 to 4 hours to get to my destination.
A greener community cherished for its oyster harvest, by visitors and residents alike.

Citizens would have seen the need to pay for access to all forms of transit which will help mitigate traffic congestion and flow.

All cities under one government like Charlotte.

That it will continue as it is and will become more and more of an urban quagmire

Competitive, modern,

More cooperation and coordination between cities so we don’t duplicate so many services (from schools to mental health services to lobbying the General assembly

Gridlock

A pedestrian/bike friendly area where we preserve and conserve our natural resources and produce our own, homegrown clean energy

More congestion if transportation needs are not met. Make tunnels & interstates 6 lanes and put tolls on them to pay for them. Move the people. Light rail might work but, it will not fix the entire problem.

I think with the right direction it is looking good for the future.

See answer to #13.

A bunch of pockets of dense population with extensive intervening farmland and quasi-wild areas, connected by rail/express buses.

Enhanced regional cooperation to where we can have professional sports teams for baseball and football

Excellent transportation system; multiple transit opportunities; extensive mixed-use development; extensive open-space/natural area preservation; and effective historic preservation.

A more environmentally conscious area with an effective mass transit system

development focused along growth corridors which are served by a balanced transportation network.

A true metropolitan area that works together on these issues instead of competing for resources and revenue.

A unified region known as Hampton Roads, with borough representative government like New York’s and some real power at the state and federal level.

One Stop Shop for transportation, culture, business, shopping, residential and employment

I would hope it would have evolved into a more regional approach area where all the included municipalities worked together to solve problems.

Strong military presence but increases business foundation that does not rely totally on the military, this will give a more permanent feeling to the residents.

A comfortable place to live

A football team, better paying jobs, more sidewalks, another 8 lane bridge or tunnel like the WILSON BRIDGE. Better advancement for Blacks and Mexicans. Less jails and more skilled training schools. Retire old MAYORS.

Light rail and connected bicycle trails

Unless we get a better transportation system massive gridlock and reduced business, industrial and military presence.

More low-rise mixed-use development, walkable neighborhoods with nearby shops and restaurants - not just upscale boutiques but places for everyday living. Communities where people know each other. Transit options to get where you’re going easier.

Light rail with better mass transportation to all 7 cities!! We need people movers.

A vital green pretty area with a vibrant cultural life (like now) and good public transit to get around.

Unity between the different communities leading to success for all.
Prioritization Technical and Public Surveys
Technical Survey

- Distributed to Steering Committee, TTAC, and other individuals recommended by the Steering Committee
- Opened for one week - September 17th to 24th
- 36 surveys completed (out of 55+)
- Most agencies represented
Technical Survey
Public Survey

- Opened for two weeks - September 17th to 30th
- Survey was refined at the end of week one (September 24th) to provide clarity to the purpose and instructions
- Nearly 900 surveys were completed (out of nearly 1,300 started)
- Possibility of HRTPO conducting an additional survey (will not affect progress of this project)
Public Survey

Public Survey Response by Location

- Virginia Beach: 25%
- Norfolk: 14%
- Williamsburg: 15%
- Chesapeake: 8%
- Newport News: 11%
- Portsmouth: 7%
- Hampton: 11%
- Other: 11%

*“Other” includes Suffolk, York County, Poquoson, James City County, Gloucester County, Isle of Wight County, and Surry County*
Technical & Public Survey Results

- Statistically the technical results fell within the bell curve, meaning they were valid and reliable.
- Average values from both the technical and public surveys were very similar to one another.

Conclusion – the surveys validated one another, and the overall weighting factors being recommended reflect both technical and public opinion.
Regional Housing Fair
Hampton Roads Housing Consortium presents

Buy A House! Keep A Home!

Regional Housing Fair
Saturday, June 20, 2009
10:00 am–2:00 pm
Chesapeake Conference Center
900 Greenbrier Circle
Chesapeake, Virginia 23320

Free and Open to the Public!
Should I Re-Finance?
Interest rates are still great and the federal government is coming out with some new programs for homeowners. What will it take to get in on the action? Who can still qualify to refinance their homes and how do lenders decide when to approve a loan or when to pass? Take the workshop to learn all the details about refinancing your home, tapping the equity to do improvements and ask whatever questions you have on your mind.

*Presenter: Tina Lea, Mortgage Loan Representative, State Farm Bank*

How to Save Your Home from Foreclosure
Many homeowners in the Hampton Roads area are concerned about keeping their homes and wondering how they are going to afford to make their sky-rocketing house payments. In this workshop you’ll hear from a local foreclosure prevention counselor. Homeowners will receive an overview of several foreclosure prevention programs available such as loan modifications, forbearances, and short sales.

*Presenter: Danielle Mathis, Foreclosure Prevention Counselor, Urban League of Hampton Roads*

How to Sell Your Home in a Difficult Market
Thinking about selling your home, but uncertain about how to go about it in this economic climate? This workshop is sure to provide you some valuable information. Learn tips on valuable home pricing, staging and other factors that can affect your bottom line.

*Presenter: Charlee Gowin, Chairman Hampton Roads REALTOR, Association; Broker Associate Prudential Towne Realty*

Taking Charge of Your Energy Costs
This workshop will provide tips and ideas on how to preserve natural resources while saving money. Participants will learn how to make energy efficiency a new way of life.

*Presenter: Robert E. Fulton, Weatherization and Conservation Specialist, Dominion Resources Services, Inc.*
How to Purchase a Foreclosed or Bank Owned Property
Have you ever considered buying a foreclosed or bank-owned property? If so, we encourage you to attend this workshop. Real estate experts will share their knowledge and provide an overview of what you need to know in order to buy a foreclosed property.
Presenter: Cyndi Houser, Realtor, Century Realty / Affiliate Benham REO Group

The ABC’s to Homeownership
In this workshop you will learn about the necessary steps to homeownership on your way to home of your own. You’ll learn about homebuyer education, one-on-one counseling, credit repair, saving for a down payment, shopping for a lender, selecting a Realtor®, choosing the perfect home, home inspections, and closing your loan. Attend this workshop to take the surprise out of your home buying plans.
Presenter: Lynne Williams, Business Development Officer, Virginia Housing Development Authority (VHDA)

Improving Credit–Learn What You Really Need to Know
A good credit history and score are crucial for buying a home in today’s lending environment. In this workshop you’ll learn about different strategies and services to help you improve your credit score and build a better credit history. Don’t miss the chance to learn how you can raise your credit score and repair damaged credit.
Presenter: Rhonda Woody, Director of Financial and Housing Counseling, Catholic Charities of Eastern Virginia

Understanding Mortgages in Today’s Market
This workshop will provide you with an understanding about mortgages in today’s market. There is still time to take advantage of lower home prices and historically low interest rates. Despite the myths, financing is readily available for qualified buyers.
Presenter: C.J. Little, Vice President, SunTrust Mortgage
1 Bank of America
2 USDA- Rural Development
3 Hunt Homes of VA Realty
4 Catholic Charities of Eastern Virginia
5 Rose & Womble Realty -Greenbrier Office
6 Chesapeake Redevelopment & Housing Authority
7 HRTPO
8 Atlantic Bay Mortgage
9 State Corporation Commission-Bureau of Insurance
10 Prosperity Mortgage
11 Genworth Financial Services
12 Assist-2-Sell
13 City of Norfolk- Office of Housing
14 Exit Realty
15 Virginia Beach Community Development Corporation
16 CPP Management
17 City of Virginia Beach- Department of Housing & Neighborhood Preservation

18 Tidewater Mortgage Bankers Association
19 Urban League of Hampton Roads, Inc.
20 William E. Wood & Associates
21 Navy Federal Credit Union
22 Department of Housing & Urban Development (HUD)
23 Wells Fargo Home Mortgage
24 The Up Center
25 Tidewater Home Funding, LLC
26 Partners In Real Estate
27 Virginia Housing Development Authority(VHDA)
28 EZ Vest Realty
29 Suffolk Redevelopment & Housing Authority
30 Portsmouth Redevelopment & Housing Authority
31 Hampton Redevelopment & Housing Authority
LRTP Outreach Materials and Handouts
In 2034 will Hampton Roads be a vibrant livable community with access to safe and reliable transportation choices for the next generation?

Please visit the Hampton Roads Transportation Planning Organization's Long Range Transportation Plan website and help us navigate the region’s future!

www.KeepHamptonRoadsMoving.com
Linkhorn Park Elementary and the Hampton Roads Transportation Planning Organization have teamed up on a pilot project to inform students about transportation planning and engineering, reinforcing Virginia’s Standards of Learning (SOLs).

This project includes two lesson plans and one “town-hall style” meeting with parents, where children present their work. Based on teacher and parent feedback on this pilot project, HRTPO staff will develop resources for future school outreach throughout the region.

The Hampton Roads Transportation Planning Organization

The Hampton Roads Transportation Planning Organization (HRTPO) is the Metropolitan Planning Organization (MPO) for the Hampton Roads area. It is a federally mandated transportation board comprised of representatives from local, state, and federal governments, transit agencies, and other stakeholders. The HRTPO is responsible for transportation planning and programming for the Hampton Roads region.

For any questions, please contact Mr. Carlos Gonzalez, HRTPO Public Involvement Administrator, or Ms. Dale Stith, HRTPO Transportation Planner and Linkhorn Park Elementary parent, at (757) 420-8300.
Thoroughgood Elementary school and the Hampton Roads Transportation Planning Organization have teamed up on a project to inform students about transportation planning and engineering, reinforcing Virginia’s Standards of Learning (SOLs).

This project includes three lesson plans and one “town-hall” style meetings with parents, students and teachers where children present their work. Based on parent and teacher feedback, on the project, HRTPO staff will develop resources for ongoing school outreach throughout the region.

The Hampton Roads Transportation Planning Organization

The Hampton Roads Transportation Planning Organization (HRTPO) is the Metropolitan Planning Organization (MPO) for the Hampton Roads area. It is a federally mandated transportation board comprised of representatives from local, state and federal governments, transit agencies, and other stakeholders. The HRTPO is responsible for transportation planning and programming for the Hampton Roads region.

For any questions, please contact Ms. Kendall Miller, HRTPO Public Involvement and Community Outreach Administrator, or Ms. Dale Stith, HRTPO Transportation Planner at (757) 420-8300.
What will Hampton Roads look like in the year 2034? Will we be a vibrant, livable community with access to safe and reliable transportation choices for generations to come?

The Hampton Roads Transportation Planning Organization (HRTPO), the regional transportation planning agency for Hampton Roads, is updating the long-range transportation plan – the blueprint for our region’s transportation future. This update, entitled *Navigating the Future*, will address the region’s transportation system, subject to estimated population growth and available funding through the year 2034.

Help us Navigate the Region’s Future! Your input and suggestions will help develop a clear understanding of transportation issues for the entire Hampton Roads community.

If you have questions about the development of the long-range transportation plan, go to www.KeepHamptonRoadsMoving.com and choose “Contact Form.” You can also contact Pavithra Parthasarathi, at (757) 420-8300 or email her at: pparthasarathi@hrpdova.gov.

Together we can...

www.KeepHamptonRoadsMoving.com
Our transportation system is vital to the Hampton Roads economy, community, and quality of life. How will we meet the transportation needs of Hampton Roads in the future?

Navigating the Future is the regional long-range transportation plan currently being developed for the Hampton Roads metropolitan area and will address transportation issues expected over the next twenty-plus years. In order to develop a plan that best represents the Hampton Roads community, we are looking for feedback from all residents. This feedback, along with the technical efforts of transportation planners, will inform the HRTPO Board in the development of the Plan.

What is the Long-Range Transportation Plan?
The Long-Range Transportation Plan, or LRTP, serves as the blueprint for the region’s transportation development and identifies all regionally significant transportation projects for the Hampton Roads metropolitan area.

The LRTP has a planning horizon of twenty years and is updated every four years to reflect changing conditions such as new planning priorities, population projections, economic change, and anticipated travel demand.

To update the LRTP, staff examines how the region may develop over the next twenty years based upon projected population and employment growth, current and future transportation needs, and financial capacity. Regional needs are then identified through forecasting travel demand, evaluating system alternatives, public participation and regional cooperation. The end product will identify regionally significant transportation projects and programs.

Funding Dilemma
In the face of scarce funding resources, HRTPO staff had the challenging task of evaluating over 150 candidate transportation projects that were submitted by transportation stakeholders and concerned citizens from across the region. The price tag for these projects totals approximately $30 Billion. Combining revenue sources from federal, state, the Governor’s Transportation Funding Proposal, local, and private investment, the region can expect over $6 Billion in the next 20 years to invest in new transportation projects.

<table>
<thead>
<tr>
<th>Projects for Future Consideration</th>
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<tbody>
<tr>
<td>Projects for Construction</td>
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<tr>
<td>Ongoing Transportation Studies</td>
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<td>Estimated Governor’s Construction Projects</td>
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<td>Scheduled/Underway Construction Projects</td>
<td>$0.32 B</td>
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<td>Committed Construction Projects Funding Allocated</td>
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One way in which the HRTPO is dealing with the funding shortfall is the recent development of a Prioritization Tool that will help prioritize regional transportation projects based on their technical merits and regional benefits. The Prioritization Tool scores candidate projects based on numerous characteristics including but not limited to: congestion relief, safety enhancements, access to jobs, access to military bases, access to retail and tourist destinations, compatibility with other modes of transportation, funding already identified for the project, and how ‘ready’ a project is to be constructed.

Results from the Prioritization Tool were used as a guide in determining transportation project priorities to include in the final 2034 Long-Range Transportation Plan.
Hampton Roads Transportation Planning Organization (HRTPO)

HRTPO is the body responsible for regional transportation planning in Hampton Roads. Members include representatives from local governments, state transportation agencies, state legislatures, local transit agencies, and the port.

The HRTPO has many advisory committees that advise the Board including: a Technical Advisory Committee, a Citizen’s Transportation Advisory Committee, a Transportation Technical Advisory Committee, a Freight Transportation Advisory Committee, a Legislative AD-HOC Committee, and a High Speed Intercity Passenger Rail Task Force.

Involvement Opportunities

Your participation is needed to create a comprehensive Long-Range Transportation Plan. The HRTPO believes that public input is valuable and should happen early and be continuous throughout the development of Navigating the Future. From Prioritization to Plan adoption, there are many opportunities for the public to get involved in the transportation planning process. The decisions we make now about how we plan for growth and our future transportation system will affect the quality of life in our region for future generations. Now is the time to get involved and make your opinion count.

Ways to Get Involved:

Start a Community Conversation!
Would your civic, business or community group like to learn more about the LRTP and share your thoughts? Schedule a presentation! We’ll come to you. To schedule a Community Conversation, call Ms. Kendall Miller, Public Involvement and Community Outreach Administrator, at (757) 420-8300 or email her at kmiller@hrpdcva.gov.

Join our email list!
Get informed! Join our email list, follow transportation issues, and receive newsletters or regular updates. Just visit our website at www.hrtpo.org.

Attend a Meeting!
Every month, transportation professionals and elected officials get together to discuss regional transportation issues. This is a great way to get involved and learn more about the transportation planning process. Public comments are received at the start of every meeting. To view our meeting schedule, visit our website at www.hrtpo.org.

For further information about HRTPO contact:
Kendall Lynn Miller: 757.420.8300 or kmiller@hrpdcva.gov
723 Woodlake Drive • Chesapeake, VA 23320
www.hrtpo.org
www.keephamptonroadsmoving.com
HRTPO STAFF AND TTAC RECOMMENDED 2034 LRTP PROJECTS

2034 Recommended Project Map
Incorporation of Governor’s Transportation Proposal

Project Studies
- Multimodal Projects Under Study
- Highway Projects Under Study

Projects for Construction
- Proposed Construction Projects

Additional Projects for Future Consideration
- Interchange for Consideration
- Projects for Consideration

DRAFT

TRANSPORTATION PROJECT PRIORITIZATION

NAVIGATING THE FUTURE
2034 LONG-RANGE TRANSPORTATION PLAN (LRTP)
NEXT STEPS

February 2011
Discussion on Transportation Project Prioritization

March 2011
HRTPO Board’s Action on Transportation Project Priorities

June 2011
Final Fiscally-Constrained List of Transportation Projects

June – December 2011
Air Quality Conformity Analysis

December 2011
Final 2034 LRTP

January 2012
FHWA/FTA Determination of Compliance of 2034 LRTP
### 2034 LRTP Committed Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Locality</th>
<th>Cost to Complete</th>
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<tbody>
<tr>
<td>Gilmer Bridge</td>
<td>Chesapeake</td>
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<tr>
<td>Portsmouth Blvd (Jolliff Rd to Chesapeake CL)</td>
<td>Chesapeake</td>
<td>Fully Funded</td>
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<tr>
<td>Commander Shepard Blvd (Phase I &amp; II) (Big Bethel Rd to Magruder Blvd)</td>
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<td>Fully Funded</td>
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<tr>
<td>Saunders Rd (Big Bethel Rd to Newport News CL)</td>
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</tr>
<tr>
<td>Conventional Passenger Rail Service (Richmond to Norfolk)</td>
<td>Multi</td>
<td>Fully Funded</td>
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<tr>
<td>Fort Eustis Blvd (Jefferson Ave to Rte 17)</td>
<td>Newport News/York County</td>
<td>Fully Funded</td>
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<tr>
<td>Wesleyan Dr (Northampton Blvd to Baker Rd) (NOR/VB segments)</td>
<td>Norfolk/Virginia Beach</td>
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<tr>
<td>Turnpike Rd (Portsmouth Blvd to Constitution Ave)</td>
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<td>Fully Funded</td>
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<td>Birdneck Rd (General Booth Blvd to Southern Blvd)</td>
<td>Virginia Beach</td>
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<td>Constitution Drive (Columbus St to Bonney Rd)</td>
<td>Virginia Beach</td>
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<tr>
<td>Princess Anne Rd and Nimmo Pkwy</td>
<td>Virginia Beach</td>
<td>Fully Funded</td>
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<tr>
<td>I-264 at London Bridge</td>
<td>Virginia Beach</td>
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<td>Witchduck Rd (Princess Anne Rd to I-264)</td>
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<tr>
<td>Bridge Street Bridge (Rudd Ln to Marrow St)</td>
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<td>Huntingdon Avenue Bridge Replacement over Northrup Grumman Railroad Spur</td>
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<td>Fort Eustis Blvd Bridge Replacements over CSX Railroad</td>
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<td>Hampton Blvd &amp; RR Grade Separation</td>
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<tr>
<td>I-64/Norview Ave Interchange</td>
<td>Norfolk</td>
<td>$5.3 M</td>
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<td>I-564 Intermodal Connector</td>
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</tr>
<tr>
<td>Wythe Creek Rd (Alphas St to Hampton CL)</td>
<td>Poquoson</td>
<td>$5.3 M</td>
</tr>
<tr>
<td>Nansemond Pkwy (Route 337, Helen St to NS Railroad)</td>
<td>Suffolk</td>
<td>$1.6 M</td>
</tr>
<tr>
<td>Kempsville Rd/Princess Anne Rd Intersection</td>
<td>Virginia Beach</td>
<td>$1.7 M</td>
</tr>
<tr>
<td>Nimmo Pkwy (Holland Rd to General Booth Blvd)</td>
<td>Virginia Beach</td>
<td>$28.3 M</td>
</tr>
</tbody>
</table>

Source: Virginia Department of Transportation, FY 2011-2016 Six-Year Improvement Program

Cost to Complete in YOE (Year-of-Expenditure) dollars

### Additional Projects for Future Consideration

<table>
<thead>
<tr>
<th>Project</th>
<th>Locality</th>
<th>Total Prioritization Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-64/I-264 Interchange Phasing</td>
<td>Norfolk/Virginia Beach</td>
<td>179</td>
</tr>
<tr>
<td>I-64 (Ft Eustis Blvd to Route 199/exit 242)</td>
<td>Newport News/James City County</td>
<td>178</td>
</tr>
<tr>
<td>I-64 Southside Phasing (High-Rise Bridge)</td>
<td>Chesapeake</td>
<td>160</td>
</tr>
<tr>
<td>I-64 Interchange at Ft Eustis Blvd</td>
<td>Newport News</td>
<td>149</td>
</tr>
</tbody>
</table>
Committed and Recommended Projects and Studies

Funded Ongoing Studies
- Multimodal Studies
- Highway Studies

Funded Projects for Construction
- Committed Intersection Projects
- Committed Interchange Projects
- Committed Projects
- Recommended Transit O&M Center
- Recommended HSIPR Stations
- Recommended Intersection Projects
- Recommended Projects

Unfunded Projects for Future Consideration
- Interchanges for Consideration
- Projects for Consideration

TRANSPORTATION PROJECT PRIORITIZATION
Recommended List of Projects and Studies

Prepared By: HRTPO Staff
March 9, 2011
Transportation Project Prioritization
Draft Recommended List of Projects and Studies

OVERVIEW
The Hampton Roads Transportation Planning Organization (HRTPO) has been in the process of developing the 2034 Long-Range Transportation Plan (LRTP) over the past three years, for the purposes of replacing the 2030 LRTP that is set to expire at the end of this calendar year.

The 2034 LRTP will serve as the blueprint for the region’s transportation development and identifies needed programs and improvements to the transportation network as well as a long-term transportation investment strategy for the Hampton Roads metropolitan area.

To aid policymakers and the public in the development of the 2034 LRTP, the HRTPO staff has developed this summary, which includes an overview of anticipated revenues available for funding transportation projects, estimated project costs, and project recommendations for inclusion in the 2034 LRTP.

Process for developing 2034 Fiscally-Constrained List of Projects and Studies

1. Determine Estimated Funding for 2012-2034 Period
2. Determine Impact of Governor’s Transportation Funding Proposal on Available Funding
3. Account for Fully-Funded Committed Projects
4. Develop Draft Recommended List of Prioritized Projects and Studies

UNFUNDED PROJECTS RECOMMENDED FOR FUTURE CONSIDERATION
In addition to the fiscally-constrained list of projects, the HRTPO staff and the Transportation Technical Advisory Committee developed a list of regional priority projects for future consideration should additional transportation funds be made available for the Hampton Roads region. The projects on this list are Interstate projects for which there is no current funding source identified. The total estimated cost of unfunded Interstate priorities summarized in the table below is approximately $2 Billion.

<table>
<thead>
<tr>
<th>Prioritization Category</th>
<th>Roadway Systems include Interstate and Interstate Interchange.</th>
<th>Locality</th>
<th>Rank in Roadway System</th>
<th>Prioritization Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate Roadway System</td>
<td>I-64 (Ft Eustis Blvd to Route 199/exit 242)</td>
<td>Newport News/ James City Co/ York Co</td>
<td>1</td>
<td>178</td>
</tr>
<tr>
<td>Interstate Interchange System</td>
<td>I-64/I-264 Interchange (including Witchduck Interchange)</td>
<td>Norfolk/ Virginia Beach</td>
<td>3</td>
<td>179</td>
</tr>
<tr>
<td></td>
<td>I-64 Interchange Improvement at Ft Eustis Blvd</td>
<td>Newport News</td>
<td>8</td>
<td>149</td>
</tr>
<tr>
<td>Bridge &amp; Tunnel Projects</td>
<td>I-64 Southside Widening (I-64/I-464 to I-64/I-664 at Bowers Hill)</td>
<td>Chesapeake</td>
<td>8</td>
<td>160</td>
</tr>
</tbody>
</table>

SUMMARY OF COMMITTED AND RECOMMENDED PROJECTS AND STUDIES
The figure depicts the Committed Projects, Recommended Prioritized Projects and Studies, and Projects for Future Consideration as well as associated costs.

The map on the following page illustrates the location of these projects.
**Recommended Projects for Construction in which Funding has been Identified**

<table>
<thead>
<tr>
<th>Prioritization Category</th>
<th>Locality</th>
<th>Rank in Roadway System</th>
<th>Prioritization Score</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bridge &amp; Tunnel Projects</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary Roadway System</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midtown Tunnel/MLK Extension/Downtown Tunnel*</td>
<td>Norfolk/Portsmouth</td>
<td>1</td>
<td>242</td>
</tr>
<tr>
<td>Dominion Blvd*</td>
<td>Chesapeake</td>
<td>2</td>
<td>221</td>
</tr>
<tr>
<td><strong>Urban Roadway System</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lesner Bridge*</td>
<td>Virginia Beach</td>
<td>1</td>
<td>173</td>
</tr>
<tr>
<td>Mills Godwin Bridge (Bridge Road)</td>
<td>Suffolk</td>
<td>3</td>
<td>150</td>
</tr>
<tr>
<td>High Street (Churchland Bridge)</td>
<td>Portsmouth</td>
<td>6</td>
<td>132</td>
</tr>
<tr>
<td>Washington Ave Bridge Replacement*</td>
<td>Newport News</td>
<td>7</td>
<td>111</td>
</tr>
<tr>
<td><strong>Interstate Roadway System</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-64 between Jefferson Ave (exit 255) and Ft Eustis Blvd (exit 250)</td>
<td>Newport News</td>
<td>1</td>
<td>178</td>
</tr>
<tr>
<td><strong>Primary Roadway System</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route 17 (George Washington Hwy) (Hampton Hwy to Dare Rd)*</td>
<td>York County</td>
<td>1</td>
<td>202</td>
</tr>
<tr>
<td>Route 17 (George Washington Hwy) (Dare Rd to Denbigh Blvd)</td>
<td>York County</td>
<td>4</td>
<td>146</td>
</tr>
<tr>
<td><strong>Urban Roadway System</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lynnhaven Pkwy (Centerville Trpk to Indian River Rd)*</td>
<td>Virginia Beach</td>
<td>1</td>
<td>191</td>
</tr>
<tr>
<td>Route 58 (Suffolk Bypass to Manning Bridge Rd)</td>
<td>Suffolk</td>
<td>2</td>
<td>180</td>
</tr>
<tr>
<td>Nansemond Pkwy (Helen St to Ches CL)*</td>
<td>Suffolk</td>
<td>5</td>
<td>159</td>
</tr>
<tr>
<td>Military Hwy at Northampton Blvd Continuous Flow Interchange</td>
<td>Norfolk</td>
<td>6</td>
<td>157</td>
</tr>
<tr>
<td>Bridge Road (Godwin Br to Ches CL)</td>
<td>Suffolk</td>
<td>8</td>
<td>154</td>
</tr>
<tr>
<td>Holland Rd (Dam Neck Rd to Nimmo Pkwy)*</td>
<td>Virginia Beach</td>
<td>10</td>
<td>141</td>
</tr>
<tr>
<td>Witchduck Rd (I-264 to Virginia Beach Blvd)*</td>
<td>Virginia Beach</td>
<td>11</td>
<td>141</td>
</tr>
<tr>
<td>Laskin Rd (Republic Rd to Oriole Dr)*</td>
<td>Virginia Beach</td>
<td>21</td>
<td>114</td>
</tr>
<tr>
<td>Indian River Rd (Lynnhaven Pkwy to Elbow Rd)*</td>
<td>Virginia Beach</td>
<td>23</td>
<td>109</td>
</tr>
<tr>
<td>Laskin Rd (Oriole Dr to 30°/31° St)*</td>
<td>Virginia Beach</td>
<td>31</td>
<td>100</td>
</tr>
<tr>
<td>Elbow Rd/Dam Neck Rd (Indian River Rd to Princess Anne Rd)*</td>
<td>Virginia Beach</td>
<td>35</td>
<td>98</td>
</tr>
<tr>
<td><strong>Highway Projects</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Urban System</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Craney Island Connector</td>
<td>Portsmouth</td>
<td>1</td>
<td>189</td>
</tr>
<tr>
<td><strong>Intermodal Projects</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WATA Administrative Operations Center</td>
<td>James City County</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Multimodal High-Speed and Intercity Passenger Rail Station Development</td>
<td>Newport News</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Harbor Park Multimodal High-Speed and Intercity Passenger Rail Station Development</td>
<td>Norfolk</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Indicates the project is included as a candidate project in the Governor’s Transportation Funding Proposal.

**Estimated Funding for 2012-2034 Period**

Historically, transportation investments in Hampton Roads have relied on various federal, state, and local sources. Based on the most current information available regarding Traditional revenues (revenues from Federal and State government), the region can expect approximately $13.6 Billion in funding for maintenance and construction of the transportation system over the next twenty years. Since maintaining existing roadways is a Federal and State mandated priority, maintenance costs must first be accounted for before new transportation projects can be considered. Assuming current trends for maintenance funding continue, maintenance of the region’s transportation system will account for a majority of anticipated Traditional revenue – approximately 90%.

In addition to Traditional funding for new transportation projects, the Governor’s Transportation Funding Proposal would inject another $573 Million into the region over the next few years. In addition, the Governor’s Proposal identifies $1.5 Billion for four statewide Public-Private Transportation Act projects, including two in Hampton Roads (Midtown Tunnel/MLK Extension/Downtown Tunnel and US Route 460).

Several localities have also identified funding for local transportation projects for the 2012-2034 period.

In summary, combining Traditional revenue sources for new transportation projects, the Governor’s Proposal, Local Funding, and projected Tolling and Private Investment, Hampton Roads can expect slightly more than $5 Billion in the next twenty years (2012-2034) to invest in new transportation projects for the 2034 LRTP.

**Sources of Estimated Funding for New Transportation Projects**

<table>
<thead>
<tr>
<th>Funding Sources</th>
<th>Amount Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional (Federal and State) Funding for Construction</td>
<td>$1.25 B</td>
</tr>
<tr>
<td>Local Funding</td>
<td>$1.31 B</td>
</tr>
<tr>
<td>Virginia Port Authority Contribution</td>
<td>$0.20 B</td>
</tr>
<tr>
<td>Governor’s Transportation Funding Proposal</td>
<td>$0.57 B</td>
</tr>
<tr>
<td>Governor’s Transportation Funding Proposal (PPTA)¹</td>
<td>$0.75 B</td>
</tr>
<tr>
<td>Tolling/Private Investment (Projected)</td>
<td>$1.07 B</td>
</tr>
</tbody>
</table>

Total Revenues for New Construction Projects: $5.15 B

¹ HRTPO staff assumption estimate of 50% of Governor’s PPTA leveraged funds allocated to region.

**Recommended Projects for Construction in which Funding has been Identified**

<table>
<thead>
<tr>
<th>Roadway Systems include Interstate, Primary, Urban. Funding is allocated according to roadway system.</th>
<th>Locality</th>
<th>Rank in Roadway System</th>
<th>Prioritization Score</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Primary Roadway System</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midtown Tunnel/MLK Extension/Downtown Tunnel*</td>
<td>Norfolk/Portsmouth</td>
<td>1</td>
<td>242</td>
</tr>
<tr>
<td>Dominion Blvd*</td>
<td>Chesapeake</td>
<td>2</td>
<td>221</td>
</tr>
<tr>
<td><strong>Urban Roadway System</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lesner Bridge*</td>
<td>Virginia Beach</td>
<td>1</td>
<td>173</td>
</tr>
<tr>
<td>Mills Godwin Bridge (Bridge Road)</td>
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<td>3</td>
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<td>6</td>
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<td>7</td>
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<td>Newport News</td>
<td>1</td>
<td>178</td>
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<td></td>
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<tr>
<td>Route 17 (George Washington Hwy) (Hampton Hwy to Dare Rd)*</td>
<td>York County</td>
<td>1</td>
<td>202</td>
</tr>
<tr>
<td>Route 17 (George Washington Hwy) (Dare Rd to Denbigh Blvd)</td>
<td>York County</td>
<td>4</td>
<td>146</td>
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</tr>
<tr>
<td>Lynnhaven Pkwy (Centerville Trpk to Indian River Rd)*</td>
<td>Virginia Beach</td>
<td>1</td>
<td>191</td>
</tr>
<tr>
<td>Route 58 (Suffolk Bypass to Manning Bridge Rd)</td>
<td>Suffolk</td>
<td>2</td>
<td>180</td>
</tr>
<tr>
<td>Nansemond Pkwy (Helen St to Ches CL)*</td>
<td>Suffolk</td>
<td>5</td>
<td>159</td>
</tr>
<tr>
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<td>Norfolk</td>
<td>6</td>
<td>157</td>
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<tr>
<td>Bridge Road (Godwin Br to Ches CL)</td>
<td>Suffolk</td>
<td>8</td>
<td>154</td>
</tr>
<tr>
<td>Holland Rd (Dam Neck Rd to Nimmo Pkwy)*</td>
<td>Virginia Beach</td>
<td>10</td>
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</tr>
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<td>Witchduck Rd (I-264 to Virginia Beach Blvd)*</td>
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</tr>
<tr>
<td>Laskin Rd (Republic Rd to Oriole Dr)*</td>
<td>Virginia Beach</td>
<td>21</td>
<td>114</td>
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<tr>
<td>Indian River Rd (Lynnhaven Pkwy to Elbow Rd)*</td>
<td>Virginia Beach</td>
<td>23</td>
<td>109</td>
</tr>
<tr>
<td>Laskin Rd (Oriole Dr to 30°/31° St)*</td>
<td>Virginia Beach</td>
<td>31</td>
<td>100</td>
</tr>
<tr>
<td>Elbow Rd/Dam Neck Rd (Indian River Rd to Princess Anne Rd)*</td>
<td>Virginia Beach</td>
<td>35</td>
<td>98</td>
</tr>
<tr>
<td><strong>Highway Projects</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Urban System</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Craney Island Connector</td>
<td>Portsmouth</td>
<td>1</td>
<td>189</td>
</tr>
<tr>
<td><strong>Intermodal Projects</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WATA Administrative Operations Center</td>
<td>James City County</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Multimodal High-Speed and Intercity Passenger Rail Station Development</td>
<td>Newport News</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Harbor Park Multimodal High-Speed and Intercity Passenger Rail Station Development</td>
<td>Norfolk</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Several transportation studies from the current 2030 LRTP are underway. The combined estimated cost for these studies is approximately $40 Million.

Note: List of recommended studies not in a prioritized order.

∗ Indicates the project is included as a candidate project in the Governor’s Transportation Funding Proposal.

**Route 460 PPTA Proposals**

**I-64 Peninsula Corridor**

**Patriots Crossing**

**Hampton Roads Bridge Tunnel**

**Southeastern Parkway and Greenbelt**

**High-Speed and Intercity Passenger Rail**

**Virginia Beach Transit Extension**

Several transportation study proposals are currently underway, including the Route 460 PPTA Proposals (I-64 Peninsula Corridor) and the Patriot Crossing project. These proposals are funded as part of the Governor’s Transportation Funding Proposal. The estimated cost for these studies ranges from $35 to $40 million.

Recommended List of Prioritized Projects for Construction – Funding Identified

Regional projects that add capacity to the transportation network must be listed in the LRTP and funding must be identified for each project. The table on the following page lists construction projects in which funding has been identified. Projects are prioritized by roadway system within each Prioritization Category. The estimated total cost for new construction projects is approximately $3.5 Billion. The list includes candidate projects from the Governor’s Transportation Funding Proposal.
Committed Projects are fully funded transportation projects currently programmed in the Virginia Department of Transportation’s Fiscal Year 2011-2016 Six-Year Improvement Program. Furthermore, these projects either are under construction or scheduled for construction in the near future. As such, these projects are not subject to Transportation Project Prioritization.

Committed Projects include building new interstate highway, improving interstate interchanges, widening roadways, replacing bridges, purchasing rights-of-way, and bringing passenger rail service from Richmond to Norfolk. The total estimated cost of Committed Projects is approximately $250 Million.

<table>
<thead>
<tr>
<th>List of Fully Funded Committed Projects</th>
<th>Locality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gilmerton Bridge</td>
<td>Chesapeake</td>
</tr>
<tr>
<td>Portsmouth Blvd (Jolliff Rd to Chesapeake CL)</td>
<td>Chesapeake</td>
</tr>
<tr>
<td>Bridge Street Bridge (Rudd Ln to Marrow St)</td>
<td>Hampton</td>
</tr>
<tr>
<td>Commander Shepard Blvd (Phase I &amp; II) (Big Bethel Rd to Magruder Blvd)</td>
<td>Hampton</td>
</tr>
<tr>
<td>Saunders Rd (Big Bethel Rd to Newport News CL)</td>
<td>Hampton</td>
</tr>
<tr>
<td>Conventional Passenger Rail Service (Richmond to Norfolk)</td>
<td>Multi</td>
</tr>
<tr>
<td>Denbigh Blvd Bridge Replacement over I-64 &amp; CSX Railroad</td>
<td>Newport News</td>
</tr>
<tr>
<td>Fort Eustis Blvd (Jefferson Ave to Rte 17)</td>
<td>Newport News/York County</td>
</tr>
<tr>
<td>Fort Eustis Blvd Bridge Replacements over CSX Railroad</td>
<td>Newport News</td>
</tr>
<tr>
<td>Huntington Avenue Bridge Replacement over Northurp Gruman Railroad Spur</td>
<td>Newport News</td>
</tr>
<tr>
<td>Middle Ground Blvd (Jefferson Ave to Warwick Blvd)</td>
<td>Newport News</td>
</tr>
<tr>
<td>Hampton Blvd &amp; RR Grade Separation</td>
<td>Norfolk</td>
</tr>
<tr>
<td>I-64/Norview Ave Interchange</td>
<td>Norfolk</td>
</tr>
<tr>
<td>I-564 Intermodal Connector</td>
<td>Norfolk</td>
</tr>
<tr>
<td>Military Hwy (Robin Hood Rd to 0.2 mile north of Northampton Blvd)</td>
<td>Norfolk</td>
</tr>
<tr>
<td>Military Hwy (Lowery Rd to 0.2 mile south of Northampton Blvd)</td>
<td>Norfolk</td>
</tr>
<tr>
<td>Wesleyan Dr (Northampton Blvd to Baker Rd) (NOR/VB segments)</td>
<td>Norfolk/Virginia Beach</td>
</tr>
<tr>
<td>Wythe Creek Rd (Alphus St to Hampton CL)</td>
<td>Poquoson</td>
</tr>
<tr>
<td>Turnpike Rd (Portsmouth Blvd to Constitution Ave)</td>
<td>Portsmouth</td>
</tr>
<tr>
<td>Nansemond Pkwy (Route 337, Helen St to NS Railroad)</td>
<td>Suffolk</td>
</tr>
<tr>
<td>I-264 at London Bridge</td>
<td>Virginia Beach</td>
</tr>
<tr>
<td>Kempsville Rd/Princess Anne Rd Intersection</td>
<td>Virginia Beach</td>
</tr>
<tr>
<td>Nimmo Pkwy (Holland Rd to General Booth Blvd)</td>
<td>Virginia Beach</td>
</tr>
<tr>
<td>Princess Anne Rd and Nimmo Pkwy</td>
<td>Virginia Beach</td>
</tr>
<tr>
<td>Witchduck Rd (Princess Anne Rd to I-264)</td>
<td>Virginia Beach</td>
</tr>
</tbody>
</table>

Source: FY 2011-2016 Six-Year Improvement Program.

Transportation Project Prioritization

In order to advance regional transportation priorities with scarce anticipated funding, the HRTPO developed a Project Prioritization Tool to assist with prioritizing regional transportation investments.

Utilizing the prioritization tool, the HRTPO staff analyzed 155 candidate regional transportation projects under consideration for inclusion in the 2034 LRTP. Detailed results of this analysis can be found within the Prioritization of Transportation Projects: Project Evaluation and Scoring report, approved by the HRTPO Board in December 2010.

Recommended List of Prioritized Projects and Studies

Using the scores produced by the Project Prioritization Tool, recommendations from the HRTPO Transportation Technical Advisory Committee, and the Governor’s Transportation Funding Proposal and with consideration from stakeholder input (local, State, Federal, private sector, and public), the HRTPO staff developed a fiscally-constrained list of recommended regional transportation priorities for Hampton Roads.

There are two main components to this recommendation:

- Recommended projects and studies in which funding has been identified
- Projects for future consideration in which funding has not been identified

Recommended List of Currently Funded Transportation Studies

Several transportation studies from the current 2030 LRTP are underway. The combined estimated cost for these studies is approximately $40 Million.

- Indicates the project is included as a candidate project in the Governor’s Transportation Funding Proposal.

Recommended List of Prioritized Projects for Construction – Funding Identified

Regional projects that add capacity to the transportation network must be listed in the LRTP and funding must be identified for each project. The table on the following page lists construction projects in which funding has been identified. Projects are prioritized by Roadway System within each Prioritization Category. The estimated total cost for new construction projects is approximately $3.5 Billion. The list includes candidate projects from the Governor’s Transportation Funding Proposal.
### Recommended Projects for Construction in which Funding has been Identified

<table>
<thead>
<tr>
<th>Priority</th>
<th>Category</th>
<th>Roadway Systems</th>
<th>Locality</th>
<th>Rank in Roadway System</th>
<th>Prioritization Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Primary Roadway System</td>
<td>Midtown Tunnel/MLK Extension/Downtown Tunnel*</td>
<td>Norfolk/Portsmouth</td>
<td>1</td>
<td>242</td>
</tr>
<tr>
<td>2</td>
<td>Urban Roadway System</td>
<td>Lesner Bridge*</td>
<td>Virginia Beach</td>
<td>1</td>
<td>173</td>
</tr>
<tr>
<td>3</td>
<td>Urban Roadway System</td>
<td>Mills Godwin Bridge (Bridge Road)</td>
<td>Suffolk</td>
<td>3</td>
<td>150</td>
</tr>
<tr>
<td>4</td>
<td>Urban Roadway System</td>
<td>High Street (Churchland Bridge)</td>
<td>Portsmouth</td>
<td>6</td>
<td>132</td>
</tr>
<tr>
<td>5</td>
<td>Urban Roadway System</td>
<td>Washington Ave Bridge Replacement*</td>
<td>Newport News</td>
<td>7</td>
<td>111</td>
</tr>
<tr>
<td>6</td>
<td>Interstate Roadway System</td>
<td>I-64 between Jefferson Ave (exit 255) and Ft Eustis Blvd (exit 250)</td>
<td>Newport News</td>
<td>1</td>
<td>178</td>
</tr>
<tr>
<td>7</td>
<td>Interstate Roadway System</td>
<td>Route 17 (George Washington Hwy) (Hampton Hwy to Dare Rd)*</td>
<td>York County</td>
<td>1</td>
<td>202</td>
</tr>
<tr>
<td>8</td>
<td>Interstate Roadway System</td>
<td>Route 17 (George Washington Hwy) (Dare Rd to Denbigh Blvd)</td>
<td>York County</td>
<td>4</td>
<td>146</td>
</tr>
<tr>
<td>9</td>
<td>Urban Roadway System</td>
<td>Lynnhaven Pkwy (Centerville Trpk to Indian River Rd)*</td>
<td>Virginia Beach</td>
<td>1</td>
<td>191</td>
</tr>
<tr>
<td></td>
<td>Highway Projects</td>
<td>Route 58 ( Suffolk Bypass to Manning Bridge Rd)</td>
<td>Suffolk</td>
<td>2</td>
<td>180</td>
</tr>
<tr>
<td>10</td>
<td>Highway Projects</td>
<td>Nansemond Pkwy (Helen St to Ches CL)*</td>
<td>Suffolk</td>
<td>5</td>
<td>159</td>
</tr>
<tr>
<td>11</td>
<td>Highway Projects</td>
<td>Military Hwy at Northampton Blvd Continuous Flow Interchange</td>
<td>Norfolk</td>
<td>6</td>
<td>157</td>
</tr>
<tr>
<td>12</td>
<td>Highway Projects</td>
<td>Bridge Road (Godwin Br to Ches CL)</td>
<td>Suffolk</td>
<td>8</td>
<td>154</td>
</tr>
<tr>
<td>13</td>
<td>Highway Projects</td>
<td>Holland Rd (Dam Neck Rd to Nimmo Pkwy)*</td>
<td>Virginia Beach</td>
<td>10</td>
<td>141</td>
</tr>
<tr>
<td>14</td>
<td>Highway Projects</td>
<td>Witchduck Rd (I-264 to Virginia Beach Blvd)*</td>
<td>Virginia Beach</td>
<td>11</td>
<td>141</td>
</tr>
<tr>
<td>15</td>
<td>Highway Projects</td>
<td>Laskin Rd (Republic Rd to Oriole Dr)*</td>
<td>Virginia Beach</td>
<td>21</td>
<td>114</td>
</tr>
<tr>
<td>16</td>
<td>Highway Projects</td>
<td>Indian River Rd (Lynnhaven Pkwy to Elbow Rd)*</td>
<td>Virginia Beach</td>
<td>23</td>
<td>109</td>
</tr>
<tr>
<td>17</td>
<td>Urban Projects</td>
<td>WATA Administrative Operations Center</td>
<td>James City County</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>18</td>
<td>Urban Projects</td>
<td>Multimodal High-Speed and InterCity Passenger Rail Station Development</td>
<td>Newport News</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>19</td>
<td>Urban Projects</td>
<td>Harbor Park Multimodal High-Speed and InterCity Passenger Rail Station Development</td>
<td>Norfolk</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Indicates the project is included as a candidate project in the Governor’s Transportation Funding Proposal.

### ESTIMATED FUNDING FOR 2012-2034 PERIOD

Historically, transportation investments in Hampton Roads have relied on various federal, state, and local sources. Based on the most current information available regarding Traditional revenues (revenues from Federal and State government), the region can expect approximately $13.6 Billion in funding for maintenance and construction of the transportation system over the next twenty years. Since maintaining existing roadways is a Federal and State mandated priority, maintenance costs must first be accounted for before new transportation projects can be considered. Assuming current trends for maintenance funding continue, maintenance of the region’s transportation system will account for a majority of anticipated Traditional revenue – approximately 90%.

In addition to Traditional funding for new transportation projects, the Governor’s Transportation Funding Proposal would inject another $573 Million into the region over the next few years. In addition, the Governor’s Proposal identifies $1.5 Billion for four statewide Public-Private Transportation Act projects, including two in Hampton Roads (Midtown Tunnel/MLK Extension/Downtown Tunnel and US Route 460).

Several localities have also identified funding for local transportation projects for the 2012-2034 period.

In summary, combining Traditional revenue sources for new transportation projects, the Governor’s Proposal, Local Funding, and projected Tolling and Private Investment, Hampton Roads can expect slightly more than $5 Billion in the next twenty years (2012-2034) to invest in new transportation projects for the 2034 LRTP.

### Sources of Estimated Funding for New Transportation Projects

<table>
<thead>
<tr>
<th>Funding Sources</th>
<th>Amount Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional (Federal and State) Funding for Construction</td>
<td>$1.25 B</td>
</tr>
<tr>
<td>Local Funding</td>
<td>$1.31 B</td>
</tr>
<tr>
<td>Virginia Port Authority Contribution</td>
<td>$0.20 B</td>
</tr>
<tr>
<td>Governor's Transportation Funding Proposal</td>
<td>$0.57 B</td>
</tr>
<tr>
<td>Governor's Transportation Funding Proposal (PPTA)</td>
<td>$0.75 B</td>
</tr>
<tr>
<td>Tolling/Private Investment (Projected)</td>
<td>$1.07 B</td>
</tr>
<tr>
<td>Total Revenues for New Construction Projects</td>
<td>$5.15 B</td>
</tr>
</tbody>
</table>

Sources: Virginia Department of Transportation, Hampton Roads Transportation Planning Organization, U.S. Department of Transportation, Federal Highway Administration.
UNFUNDED PROJECTS RECOMMENDED FOR FUTURE CONSIDERATION

In addition to the fiscally-constrained list of projects, the HRTPO staff and the Transportation Technical Advisory Committee developed a list of regional priority projects for future consideration should additional transportation funds be made available for the Hampton Roads region. The projects on this list are Interstate projects for which there is no current funding source identified. The total estimated cost of unfunded Interstate priorities summarized in the table below is approximately $2 Billion.

### Unfunded Projects Recommended for Future Consideration

<table>
<thead>
<tr>
<th>Prioritization Category</th>
<th>Roadway Systems include Interstate and Interstate Interchange.</th>
<th>Locality</th>
<th>Rank in Roadway System</th>
<th>Prioritization Score</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highway Projects</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate Roadway System</td>
<td></td>
<td>Newport News/James City Co/York Co</td>
<td>1</td>
<td>178</td>
</tr>
<tr>
<td>Interstate Interchange System</td>
<td></td>
<td>Norfolk/Virginia Beach</td>
<td>3</td>
<td>179</td>
</tr>
<tr>
<td>I-64/I-264 Interchange (including Witchduck Interchange)</td>
<td></td>
<td>Newport News</td>
<td>8</td>
<td>149</td>
</tr>
<tr>
<td>I-64 Interchange Improvement at Ft Eustis Blvd</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bridge &amp; Tunnel Projects</strong></td>
<td></td>
<td>Chesapeake</td>
<td>8</td>
<td>160</td>
</tr>
<tr>
<td>I-64 Southside Widening (I-64/I-464 to I-64/I-664 at Bowers Hill)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SUMMARY OF COMMITTED AND RECOMMENDED PROJECTS AND STUDIES

The figure depicts the Committed Projects, Recommended Prioritized Projects and Studies, and Projects for Future Consideration as well as associated costs.

The map on the following page illustrates the location of these projects.
Committed and Recommended Projects and Studies

Funded
Ongoing Studies

- Multimodal Studies
- Highway Studies

Funded
Projects for Construction

- Committed Intersection Projects
- Committed Interchange Projects

Recommended Transit O&M Center
Recommended HSIPR Stations
Recommended Intersection Projects
Recommended Projects

Unfunded Projects for Future Consideration

- Interchanges for Consideration
- Projects for Consideration

TRANSPORTATION PROJECT PRIORITIZATION
Recommended List of Projects and Studies

Prepared By:
HRTPO Staff
March 9, 2011
HAMPTON ROADS TRANSPORTATION PROJECT PRIORITIES
FOR THE 2034 LONG-RANGE TRANSPORTATION PLAN
## Committed Programmed Projects

Committed Projects are fully funded transportation projects currently programmed in the Virginia Department of Transportation’s Fiscal Year 2011-2016 Six-Year Improvement Program, or by private investment. Furthermore, these projects either are under construction or scheduled for construction in the near future. As such, these projects are not subject to Transportation Project Prioritization.

Committed Projects include building new interstate highway, improving interstate interchanges, widening roadways, replacing bridges, purchasing rights-of-way, and bringing passenger rail service from Richmond to Norfolk.

### Fully Funded Committed Projects

<table>
<thead>
<tr>
<th>Locality</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chesapeake</td>
<td>Gilmerton Bridge (0.36 mi E. of Bridge (Bainbridge Blvd) to 0.42 mi W. of Bridge (Shell Rd))</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>South Norfolk Jordan Bridge (Truxtton St to Veneer Rd)*</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>Portsmouth Blvd (Jolliff Rd to Suffolk CL)</td>
</tr>
<tr>
<td>Hampton</td>
<td>Bridge Street Bridge (Rudd Ln to Marrow St)</td>
</tr>
<tr>
<td>Hampton</td>
<td>Commander Shepard Blvd (Phase II) (Big Bethel Rd to N. Campus Pkwy)</td>
</tr>
<tr>
<td>Hampton</td>
<td>I-64 Interchange at Lasalle Ave</td>
</tr>
<tr>
<td>Hampton</td>
<td>Saunders Rd (Big Bethel Rd to Newport News CL)</td>
</tr>
<tr>
<td>Hampton/Poquoson</td>
<td>Wythe Creek Rd (Alphus St to Commander Shepard Blvd)</td>
</tr>
<tr>
<td>James City County</td>
<td>Ironbound Rd (0.07 mi S. of Longhill Connector Rd (Schmidt Rd) to 0.01 mi. S. of Strawberry Plains Rd)</td>
</tr>
<tr>
<td>Multi</td>
<td>Conventional Passenger Rail Service (Norfolk to Richmond/Northeast Corridor)</td>
</tr>
<tr>
<td>Newport News</td>
<td>Denbigh Blvd Bridge Replacement (Richneck Rd to Trailblazer Blvd)</td>
</tr>
<tr>
<td>Newport News/York County</td>
<td>Fort Eustis Blvd (0.44 mi. E of Jefferson Ave (Cherry Creek Dr) to 0.01 mi W of George Washington Memorial Hwy (Rte 17))</td>
</tr>
<tr>
<td>Newport News</td>
<td>Fort Eustis Blvd Bridge Replacement (I-64 to Lee Hall Reservoir)</td>
</tr>
<tr>
<td>Newport News</td>
<td>Huntington Ave Bridge Replacement (39th St to 41st St)</td>
</tr>
<tr>
<td>Newport News</td>
<td>Middle Ground Blvd (Jefferson Ave to Warwick Blvd)</td>
</tr>
<tr>
<td>Newport News</td>
<td>Washington Ave Bridge Replacement (39th St to 41st St)</td>
</tr>
<tr>
<td>Norfolk</td>
<td>Hampton Blvd Railroad Grade Separation (Rogers Ave to B Ave)</td>
</tr>
<tr>
<td>Norfolk</td>
<td>I-64 Interchange at Norview Ave</td>
</tr>
<tr>
<td>Norfolk</td>
<td>I-564 Intermodal Connector (I-564 to Norfolk Naval Base/NIT/Chambers Field (Hampton Blvd))</td>
</tr>
<tr>
<td>Norfolk</td>
<td>Military Hwy (Robin Hood Rd to 0.3 mile north of Northampton Blvd)</td>
</tr>
<tr>
<td>Norfolk</td>
<td>Military Hwy (Lowery Rd to 0.3 mile south of Northampton Blvd)</td>
</tr>
<tr>
<td>Norfolk/Virginia Beach</td>
<td>Wesleyan Dr (Northampton Blvd to Baker Rd) (NOR/VB segments)</td>
</tr>
<tr>
<td>Portsmouth</td>
<td>Turnpike Rd (0.13 mi E. of Frederick Blvd to Constitution Ave)</td>
</tr>
<tr>
<td>Suffolk</td>
<td>Nansemond Pkwy (Chesapeake CL to NS Railroad)</td>
</tr>
<tr>
<td>Virginia Beach</td>
<td>I-264 Interchange at London Bridge Rd</td>
</tr>
<tr>
<td>Virginia Beach</td>
<td>Kempsville Rd Intersection at Princess Anne Rd</td>
</tr>
<tr>
<td>Virginia Beach</td>
<td>Nimmo Pkwy (Holland Rd to General Booth Blvd)</td>
</tr>
<tr>
<td>Virginia Beach</td>
<td>Princess Anne Rd and Nimmo Pkwy (Dam Neck Rd to Holland Rd)</td>
</tr>
<tr>
<td>Virginia Beach</td>
<td>Witchduck Rd (Bonney Rd to Grayson Rd)</td>
</tr>
</tbody>
</table>

Source: FY 2011-2016 Six-Year Improvement Program.

* - Project Funded by Private Investment Only
HRTPO BOARD APPROVED LIST OF PRIORITIZED PROJECTS AND STUDIES

Using the scores produced by the Project Prioritization Tool, recommendations from the HRTPO Transportation Technical Advisory Committee, the Governor's Transportation Funding Proposal and with consideration from stakeholder input (local, State, Federal, private sector, and public), the HRTPO staff developed a fiscally-constrained list of recommended regional transportation priorities for Hampton Roads.

There are two main components to this list:

- Projects and studies in which funding has been identified
- Projects for future consideration in which funding has not been identified

Currently Funded Transportation Studies

Several transportation studies from the current 2030 LRTP are underway.

<table>
<thead>
<tr>
<th>Currently Funded Transportation Studies</th>
<th>Planned Regional Projects for Construction – Funding Identified</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-64 Peninsula Corridor*</td>
<td>Route 60 Relocation</td>
</tr>
<tr>
<td>Patriots Crossing</td>
<td>Skiffes Creek Connector</td>
</tr>
<tr>
<td>Hampton Roads Bridge Tunnel</td>
<td>Croaker Road</td>
</tr>
<tr>
<td>Southeastern Parkway and Greenbelt</td>
<td>Longhill Road</td>
</tr>
<tr>
<td>High-Speed and Intercity Passenger Rail</td>
<td>Air Terminal Interchange</td>
</tr>
<tr>
<td>Virginia Beach Transit Extension</td>
<td></td>
</tr>
</tbody>
</table>

Note: List of recommended studies not in a prioritized order.

* Indicates the project is included as a candidate project in the Governor's Transportation Funding Proposal.

Planned Regional Projects for Construction – Funding Identified

Regional projects that add capacity to the transportation network must be listed in the LRTP and funding must be identified for each project. The tables on the following page lists construction projects in which funding has been identified. Projects are prioritized by Roadway System within each Prioritization Category. The list includes candidate projects from the Governor’s Transportation Funding Proposal.
<table>
<thead>
<tr>
<th>Prioritization Category</th>
<th>Roadway Systems include Interstate, Primary, Urban. Funding is allocated according to roadway system.</th>
<th>Locality</th>
<th>Rank in Roadway System</th>
<th>Prioritization Score</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bridge &amp; Tunnel Projects</strong></td>
<td><strong>Primary Roadway System</strong>&lt;br&gt;Downtown Tunnel/ Midtown Tunnel/MLK Extension* (Hampton Blvd to I-264)&lt;br&gt;Dominion Blvd* (0.05 mi N. of Great Bridge Blvd to 0.75 mi. S. of Cedar Road)</td>
<td>Norfolk/ Portsmouth, Chesapeake</td>
<td>1, 2</td>
<td>242, 221</td>
</tr>
<tr>
<td><strong>Urban Roadway System</strong></td>
<td>Lesner Bridge* (E. Stratford Rd to Page Ave)</td>
<td>Virginia Beach</td>
<td>1</td>
<td>173</td>
</tr>
<tr>
<td><strong>Interstate Roadway System</strong></td>
<td>I-64 Peninsula Widening (Jefferson Ave (exit 255) to Ft Eustis Blvd (exit 250))</td>
<td>Newport News</td>
<td>1</td>
<td>178</td>
</tr>
<tr>
<td><strong>Primary Roadway System</strong></td>
<td>Route 17 (George Washington Memorial Hwy) (1.27 mi S. of Lakeside Dr (Hampton Hwy) to 1.52 mi N. of Lakeside Dr (Dare Rd))*</td>
<td>York County</td>
<td>1</td>
<td>202</td>
</tr>
<tr>
<td></td>
<td>Route 460 (Hampton Roads portion) (Bowers Hill to Zuni)</td>
<td>Suffolk/ Isle of Wight</td>
<td>2</td>
<td>187</td>
</tr>
<tr>
<td></td>
<td>Route 17 (George Washington Memorial Hwy) (1.52 mi N. of Lakeside Dr (Dare Rd) to Denbigh Blvd)</td>
<td>York County</td>
<td>4</td>
<td>146</td>
</tr>
<tr>
<td><strong>Highway Projects</strong></td>
<td><strong>Urban Roadway System</strong>&lt;br&gt;Lynnhaven Pkwy (Indian River Rd to Centerville Tnpk)*</td>
<td>Virginia Beach</td>
<td>1</td>
<td>191</td>
</tr>
<tr>
<td></td>
<td>Route 58 (Holland Rd) (Suffolk Bypass to 0.7 mi. W. Manning Bridge Rd)</td>
<td>Suffolk</td>
<td>2</td>
<td>180</td>
</tr>
<tr>
<td></td>
<td>Military Hwy at Northampton Blvd Continuous Flow Interchange</td>
<td>Norfolk</td>
<td>6</td>
<td>157</td>
</tr>
<tr>
<td></td>
<td>Holland Rd (Nimmo Pkwy to Dam Neck Rd)*</td>
<td>Virginia Beach</td>
<td>10</td>
<td>141</td>
</tr>
<tr>
<td></td>
<td>Witchduck Rd (I-264 to Virginia Beach Blvd)*</td>
<td>Virginia Beach</td>
<td>11</td>
<td>141</td>
</tr>
<tr>
<td></td>
<td>Laskin Rd (Republic Rd to Oriole Dr)*</td>
<td>Virginia Beach</td>
<td>21</td>
<td>114</td>
</tr>
<tr>
<td></td>
<td>Indian River Rd (Lynnhaven Pkwy to Elbow Rd)*</td>
<td>Virginia Beach</td>
<td>23</td>
<td>109</td>
</tr>
<tr>
<td></td>
<td>Atkinson Blvd (Jefferson Ave to Warwick Blvd)</td>
<td>Newport News</td>
<td>24</td>
<td>107</td>
</tr>
<tr>
<td></td>
<td>Laskin Rd (Oriole Dr to 30th/31st St)*</td>
<td>Virginia Beach</td>
<td>31</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>Elbow Rd/Dam Neck Rd (Indian River Rd to VA Beach Amphitheater)*</td>
<td>Virginia Beach</td>
<td>35</td>
<td>98</td>
</tr>
<tr>
<td><strong>Intermodal Projects</strong></td>
<td><strong>Urban System</strong>&lt;br&gt;Craney Island Connector (VA-164 to Craney Island Marine Terminal (Future))</td>
<td>Portsmouth</td>
<td>1</td>
<td>189</td>
</tr>
<tr>
<td><strong>Transit</strong></td>
<td>WATA Administrative Operations Center</td>
<td>James City County</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Passenger Rail</strong></td>
<td>Newport News Multimodal High-Speed and Intercity Passenger Rail Stations Development</td>
<td>Newport News</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Indicates the project is included as a candidate project in the Governor’s Transportation Funding Proposal.
In addition to the fiscally-constrained list of projects, the HRTPO staff and the Transportation Technical Advisory Committee developed a list of regional priority projects for future consideration should additional transportation funds be made available for the Hampton Roads region. The projects on this list are Interstate projects for which there is no current funding source identified.

### Unfunded Projects Recommended for Future Consideration

<table>
<thead>
<tr>
<th>Prioritization Category</th>
<th>Roadway Systems include Interstate and Interstate Interchange.</th>
<th>Locality</th>
<th>Rank in Roadway System</th>
<th>Prioritization Score</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highway Projects</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate Roadway System</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-64 (Ft Eustis Blvd to Route 199/exit 242)</td>
<td>Newport News/ James City Co/ York Co</td>
<td>1</td>
<td>178</td>
<td></td>
</tr>
<tr>
<td>Interstate Interchange System</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-64/I-264 Interchange (including Witchduck Interchange)</td>
<td>Norfolk/ Virginia Beach</td>
<td>3</td>
<td>179</td>
<td></td>
</tr>
<tr>
<td>I-64 Interchange Improvement at Ft Eustis Blvd</td>
<td>Newport News</td>
<td>8</td>
<td>149</td>
<td></td>
</tr>
<tr>
<td>Bridge &amp; Tunnel Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-64 Southside Widening (I-64/I-464 to I-64/I-664 at Bowers Hill)</td>
<td>Chesapeake</td>
<td>8</td>
<td>160</td>
<td></td>
</tr>
</tbody>
</table>
Locally Funded Regional Projects

In addition to the regional prioritized List of Projects and Studies approved by the HRTPO Board, several localities allocated local funding to regionally significant projects. These projects will also be included in the 2034 LRTP.

### Locally Funded Construction Projects

<table>
<thead>
<tr>
<th>Prioritization Category</th>
<th>Roadway Systems include Interstate, Primary, Urban. Funding is allocated according to roadway system.</th>
<th>Locality</th>
<th>Rank in Roadway System</th>
<th>Prioritization Scores</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bridge &amp; Tunnel Projects</strong></td>
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<tr>
<td>Urban Roadway System</td>
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<tr>
<td>Mills Godwin Bridge (Quail Hollow to Waterview Rd)</td>
<td>Suffolk</td>
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<tr>
<td>Urban Roadway System</td>
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<td>Seaboard Rd (Princess Anne Rd to Nimmo Pkwy )</td>
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<tr>
<td>Holland Rd (Rosemont Rd to Independence Blvd)</td>
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<td>Indian River Rd (Centerville Tnpk to Ferrell Pkwy)</td>
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<td>First Colonial Rd (Old Donation Pkwy to Virginia Beach Blvd)</td>
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<td>West Neck Pkwy Ext’d (Elbow Rd to N. Landing Rd)</td>
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<td>Norfolk</td>
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N/A—Not evaluated in Prioritization Analysis
Voting members include
A representative from the following:
An elected official from each locality, listed in the map:

*A portion of Gloucester County
is included in the metropolitan planning area.

Public Transit Agencies
Hampton Roads Transit
Williamsburg Area Transit Authority

State Agencies
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation
Virginia Port Authority

Virginia General Assembly
Two Members of the Virginia Senate
Two Members of the Virginia House of Delegates

Non-voting members include
A representative from the following:

Chief Administrative Officers
for all Member Localities

Federal Highway Administration

Federal Aviation Administration

Virginia Department of Aviation

Peninsula Airport Authority

Norfolk Airport Authority

Citizen Transportation Advisory Committee

Freight Transportation Advisory Committee

Military Liaisons
Richmond to Hampton Roads High Speed and Intercity Passenger Rail

Talking points

Prepared by the staff of the Hampton Roads Transportation Planning Organization, in conjunction with the City of Norfolk, the Greater Norfolk Corporation, and regional counterparts.

Maritime & Freight Industries
Our ability to rapidly move both people and freight to and from the region and connect with the marketplace is fundamental to Hampton Roads’ future competitiveness. In addition to facilitating the movement of people, improvements in the Norfolk Southern/Route 460 corridor will have the added benefit of enhancing the competitiveness of the Port of Virginia with lower freight transport costs, while fostering the growth of manufacturing and distribution centers along the corridor.

Defense
Hampton Roads is a unique national asset, containing the largest concentration of federal activities anywhere in the country outside of D.C. The region houses operations of 16 departments and agencies of the Executive Branch of the federal government including all five military services. It is home to the nation's largest naval facility, provides primary air defense to our nation's Capitol, and homeland security to our port and seacoast. Dependable, efficient and cost effective travel to and from the D.C. area and general mobility is vital to defense operations and readiness.

Research & Technology
The Hampton Roads region is home to a burgeoning research and technology sector, bolstered by a diversity of higher education institutions. Such economic development spurs future innovation to the benefit not only of the region, but to the nation. Introducing High Speed Rail would not only benefit a highly educated workforce, but facilitate the rapid exchange of ideas and innovation important to our region and nation within a global economy.

Tourism
Hampton Roads is home to major tourist destinations, including the Virginia Beach oceanfront and the historic Williamsburg area, attracting nearly 5 million tourists annually. In addition, Hampton Roads serves as a gateway to North Carolina's Outer Banks, an added tourist destination within the Hampton Roads economy. High speed rail, coupled with a connection to an intercity light rail system whose first phase is already under construction, will provide a much needed transportation alternative to visitors and will help mitigate growing congestion during the peak tourist season.
Regional Mobility & Accessibility
Hampton Roads invites much economic activity across and provides a high quality of life standard noted nationally for its residents. A critical aspect within the regional way of life is regional mobility & accessibility. With limited access points into the region (I-64, US 58 & US 460) Hampton Roads suffers regional mobility degradation due to crippling and volatile congestion. With constrained mobility comes limited accessibility options for Hampton Roads residents to engage within and beyond the region. High Speed Rail provides a dependable, efficient and cost effective travel option to improve resident mobility and regional accessibility.

Public Safety and Emergency Management
Hampton Roads has insufficient emergency evacuation routes to handle its population, hindered to a great extent by bridge and tunnel crossings on every major corridor. High-speed rail will provide a high volume transportation option for moving citizens more quickly from the area without future congesting limited highway evacuation routes.

Livable Communities
The Bowers Hill station will provide easy access via I-264 and the Hampton Roads beltway (I-64/I-664). Community plans envision an intermodal transfer facility at the Harbor Park station in downtown Norfolk that will link high-speed rail to the light rail system, intercity and regional bus systems, ferry service, cruise ship facilities and direct interstate access. Along the multi-modal corridors that will be served, business and residential development will be concentrated.
LRTP Public Comments
Mr. Wright,

In response to your comments (below), the Hampton Roads Transportation Planning Organization (HRTPO) plans to incorporate initiatives from the VA Governor's Commission on Climate Change into the 2034 Long Range Transportation Plan update. For more information about this Commission, including "Greenhouse Gas Reduction Goals", you can go to: (www.deq.state.va.us - Search - Governor's Commission on Climate Change).

On a broader level, you can find information about EPA's efforts to estimate on-road and non-road mobile source emissions at: http://www.epa.gov/otaq/models/moves/index.htm

Information about our Long Range Transportation Plan update is available at: www.keephamptonroadsmoving.com

Please contact me or Mr. Andrew Pickard, who I've copied on this message, for more information.

Thank you,

Carlos A. Gonzalez
Public Involvement/Community Outreach Administrator
Hampton Road Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320
Phone: (757) 366-4375
Fax: (757) 523-4881
Web: www.hrtpo.org

Name: Ken Wright
street_Address: 32 Rileys Way
City: Hampton
State: VA
Zip_code: 23664
Phone: 7578515085
Email_Address: kenwright3@cox.net
Comments: In a quick scan thru the site, I dont see any mention of considering the total enegy expenditure of our transportation system, or ways of improving it. In addition to efficiency (presumably based only on time) we
ought to working on lowering the release of carbon caused by our transportation.

Sent from: http://www.hrmpo.org/TPO_Contact_Form.asp

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

CSV: Ken Wright, 32 Rileys Way, Hampton, VA, 23664, 7578515085, kenwright3@cox.net, In a quick scan thru the site, I don't see any mention of considering the total energy expenditure of our transportation system, or ways of improving it. In addition to efficiency (presumably based only on time) we ought to working on lowering the release of carbon caused by our transportation.
To: Hampton Roads Transportation Planning Organization 8/17/09

Public Transportation to be used widely, MUST provide a process whereby the user can move directly from start to destination with the least inconvenience.

Present public transport does not meet this criteria.

With the price of fuel now exceeding $3.00 gallon and the future projecting even higher costs, I would like to again propose the use of either High Speed Rail, (probably not in our lifetime) or Express Busses exclusively using the HOV lanes, coupled with Transportation Centers in each major municipality, available inexpensive PERSONAL local transport and a High Speed Ferry.

This should provide Williamsburg with one hour access to Southside and Newport News with 30 minute access and with inexpensive personal transport available at the terminal to reach your particular destination. Much easier than opening your $3.00-$4.00/gallon gas money, fighting the present congestion and enduring the stress?

The distance between Williamsburg and Norfolk per Mapquest is 44 miles. The IRS allowable Business deduction is 55 cents per mile. It may come as a surprise to some that it actually costs more than that to drive your car when you include all variable and fixed costs. At 55 cents per mile that’s a round trip cost of $48 not including any local travel.

If the Commuter (or traveler) can park his car in a local Transportation Center (such as the one in Williamsburg) with more than sufficient, easily accessible parking, board the high speed transit at a reasonable cost, arrive at the final terminal in a reasonable time and then obtain an inexpensive rental vehicle, he or she will have an incentive to utilized this public transport. Belmar N.J. and Lincoln, California are presently experimenting with this idea.

This proposal utilizes immediately available infrastructure and equipment, no R & D necessary, and available concrete except in limited places. Some concrete will have to laid but orders of magnitude less than other proposals. Ferry terminals will have to be built and ferries obtained. Financing for the ferries is privately available.

This project can be completed in less time than just the planning for any other type of project, much less its completion. We wont see the new concrete crossing in our lifetime. My proposal can be accomplished in perhaps three to four years with minimal disruption to the present traffic flow.

Another plus for this project is that by using presently available but enhanced infrastructure, in the event of a better solution “down the road”, the presently upgraded infrastructure is still extremely useful and available.

Bertram D. Aaron P.E.
January 24, 2011

Kendall Miller
Public Involvement/Community Outreach Administrator
Hampton Roads Transportation Planning Organization
The Regional Building
723 Woodlake Drive
Chesapeake, VA 23320
kmiller@hrpdeva.gov

by EMAIL

Re: Hampton Roads Prioritization of Transportation Projects

The Southern Environmental Law Center (SELC) appreciates the opportunity to provide the following comments on the Hampton Roads Transportation Planning Organization’s December 2010 report entitled Hampton Roads Prioritization of Transportation Projects: Project Evaluation and Scoring (Prioritization Report).

SELC is a non-profit, non-partisan organization that works throughout Virginia to promote transportation and land use decisions that protect our natural resources and quality of life.

We applaud HRTPO for recognizing the importance of objective and quantifiable project evaluations to effective long-range transportation planning. In an era of limited transportation funding, there is a particularly acute need for regions to identify and agree upon those projects that will provide the most cost-effective transportation benefit while minimizing harm to communities and valuable natural resources. Evaluating, scoring and ranking individual project candidates based on their potential benefits and costs allows for a more objective comparison between projects and is an important step toward gaining consensus on a set of priority projects that offer long-range benefits to Hampton Roads.

The Prioritization Report is the initial “test run” in which the Hampton Roads Program Priorities Methodology (Methodology) and associated report that HRTPO approved last year have been applied to a set of candidate projects. As a result, some of the questions and recommendations we raise below with respect to the Prioritization Report also relate to some extent to the Methodology and Methodology Report. Although the Methodology has already been approved, our questions and recommendations can help identify ways it could be improved in the future.
Categorization and Criteria

We note that all ranking comparisons contained in the Prioritization Report divide the projects by category—highways; bridges and tunnels; multimodal passenger projects; etc. Projects are then further divided within each category into various subcategories, such as interstate, primary, secondary and urban facilities. While the categorization of rankings is helpful in some respects, it also makes it difficult to get a sense of how a particular project compares with others outside of its own category and subcategory. Also, it may result in the highest-scoring projects within one category receiving undue emphasis when other projects in other categories may be stronger candidate projects overall—defeating the purpose of identifying the most beneficial projects.

For example, only one highway project (Route 17) scores above 200, whereas five bridge and tunnel projects eclipse that mark. That seems like important information if the reader is trying to make a relative comparison between projects, but the reader must flip between different pages and compare different sections of the report to get that information. We realize that different scoring criteria and subcriteria were used for the different categories of projects, and that is unavoidable to some degree because of inherent differences between modes of transportation. But it seems the scores should allow for some overall level of comparison of projects across categories. We therefore recommend including at the outset of the Prioritization Report a list of the 30 or 40 projects scoring the highest overall, irrespective of project category.

Moreover, it appears that some of the criteria that bear upon the comparative advantages of a particular transportation mode are evaluated only for some modes and not for others. For example, improving air quality and reducing harmful air emissions is an important benefit of passenger rail and other transit projects versus road and highway projects. Air quality/emissions reduction is one of the criteria used to evaluate transit projects, but it does not appear to be taken into account for other categories of projects. As a result, the air quality criteria may affect how one transit project scores compared to another transit project, but it does not appear to affect how a transit project would score vis-à-vis a highway alternative that would result in a significant increase in emissions. In other words, the differentiation of criteria between categories may result in losing a sense of the comparative advantages of one mode over another. While this may be unavoidable with some criteria, other criteria could perhaps be better reflected across all (or at least more) categories. It is worth exploring how this aspect of the Methodology could be improved when it is reviewed.

Further, we are concerned that the Methodology does not appear to include sufficient criteria to assess or reflect the environmental damage a project would cause. The criteria do score projects based on how far they have progressed in the environmental review process and whether they have obtained any additional environmental permits that may be required. However, we do not see where the Methodology might capture the fact that one highway project would, for example, destroy 100 acres of wetlands. Indeed, because projects receive points for having obtained additional environmental permits, it may be that a perverse outcome is created where more environmentally damaging projects that have received the necessary additional permits are able to score points that are not available to projects that avoid natural resources and
therefore do not require additional permits. This is another area we encourage you to focus upon going forward.

Emphasis on Projects with Snapshots

The Prioritization Report clearly seems to be structured to emphasize those projects that are featured with snapshots in the main body of the report. For instance, although roughly 150 proposed candidate regional transportation projects were evaluated, it is not until Appendix A that the reader receives a full list of all the evaluated projects and their scores. The main body of the report focuses on a much smaller subset of projects, providing one-page snapshots of about 20 projects that, according to the overview on page 1, either have previously been part of regional priority discussions or are high-scoring interstate or primary projects.

If the purpose of the Prioritization Report and the snapshots included therein is to highlight only those truly “regional” or multi-jurisdictional projects that were evaluated, then that might explain why no secondary or urban projects are included in the snapshots. However, it may be useful to make that a bit clearer at the outset of the report so that readers are not given the mistaken impression that the projects with snapshots are the best candidates for regional priorities or funding. For example, the I-64 Northern Peninsula Widening project is one of five highway projects featured with a snapshot, even though 17 urban highway projects that do not have snapshots scored higher. Although the urban projects may be smaller or more localized in nature, the scores they received would suggest they are still important projects to the region.

Also, some categories of projects have a much higher number of projects featured with snapshots than others. For example, there are ten bridge and tunnel projects featured, but only two multimodal passenger transportation projects and only one highway interchange project. Although the report need not necessarily include the exact same number of snapshots within each category, having such discrepancies between the number featured within each category risks emphasizing certain categories and transportation modes over others.

It would be helpful to provide a bit more clarification about why certain projects are emphasized with snapshots in the main body of the report, and how that is meant to reflect on the selection of regional priorities for inclusion in the CLRP.

PPTA Projects and the Proposed New Route 460

Page 1 of the Prioritization Report mentions the recent emergence of public-private partnerships in funding transportation projects in the region. A central question we considered as we reviewed the Prioritization Report is the extent to which a project’s score might be affected by it being the subject of a PPTA proposal.

Based on our review of the Prioritization Report and the Methodology Report, it appears that the Methodology accounts for proposed private funding under the PPTA in the Funding criteria of a project’s Project Viability score. Specifically, page 37 of the Methodology Report states that “[p]rojects are awarded points if there are any additional local or private funds (such
as private funds (e.g., Public-Private Transportation Act), tolls or additional local matches) committed to the project beyond the required match.”

Because the percentage of private or local funding committed to a project accounts for up to half of its Project Viability score (50 points out of 100)—and up to 1/6 of the project’s overall score (50 points out of 300)—it appears that PPTA proposals may indeed receive a sizable scoring boost since they could be eligible for points that traditionally planned and funded projects are not eligible to not receive.

Also, cost effectiveness is one of the factors that determines the “Project Utility” score. According to the Methodology Report, cost effectiveness for highway projects is determined in the form of a ratio representing the total cost of the project per vehicle-mile traveled. So, once again, PPTA projects may be able to score extra points; in this case by using a smaller percentage of taxpayer dollars than traditionally funded projects if the “total cost” of a PPTA project used for scoring purposes ignores the tolls the public will have to pay to use it.

Further, Virginia’s track record with PPTA projects suggests that these projects frequently require far more taxpayer dollars than originally estimated (in addition to a number of other problems), and initial lower estimates thus could further skew results in favor of PPTA projects relative to non-PPTA projects.

Because the Prioritization Report does not include individual project score sheets breaking down each project’s score on the various subcriteria and including the underlying data, we cannot determine the extent to which our concerns above are borne out in the Methodology. However, we were very surprised to see at least one PPTA project—the U.S. 460 Relocation—score as high as it did. It was the third-highest ranked highway project, and the second-highest ranked primary highway project, in the Prioritization Report. Yet VDOT’s own studies show the proposed new Route 460 would offer little benefit to traffic flows, and it would carry an enormous price tag for taxpayers. Specifically, one of the three conceptual PPTA proposals for the project acknowledge that public subsidies of up to $1.18 billion will be needed, while another contains a potentially unlimited payment from the state if profits fail to meet projected levels for 30-40 years. Further, all three of the proposals call for hefty tolls that will continue rising for 75 to 99 years. Thus, we cannot help but wonder whether the Methodology resulted in overstating the 460 project’s viability or cost-effectiveness.

We therefore urge you to make clearer to the public how PPTA projects are evaluated and scored. One option would be to make available to the public the score tabulations and underlying data used for each individual project. If it can be determined that the Methodology results in overstating the viability or cost effectiveness of PPTA projects, it should be revised, and the scores for PPTA projects adjusted accordingly.

**Richmond to Hampton Roads Passenger Rail Project**

In the snapshot of the Richmond to Hampton Roads Passenger Rail project on page 23, the report explains that the project was not given a score because no similar projects are under
consideration, the region has been supportive of the project, and the HRTPO Board has endorsed it.

Due to the role the Prioritization Report and the scores contained therein will play in determining and sustaining regional transportation priorities and funding, we are concerned that not assigning this project a score may disadvantage it relative to other projects despite the significant benefits it offers (such as emissions reductions, as described above) over some of the projects that scored the highest. Although we understand the decision not to score it, we urge the HRTPO to continue to highlight its importance at every opportunity.

In closing, we commend HRTPO for developing quantifiable evaluations of candidate transportation projects as a key first step of determining regional transportation priorities, and we encourage you to continue to seek ways to improve the scoring system and the manner in which the results are presented.

Thank you for your consideration of these comments.

Sincerely,

[Signature]

Trip Pollard
Director, Land and Community Program

[Signature]

Morgan Butler
Senior Attorney
RE: 2034 Prioritization Summary

Name: Mr. Donald C. Hunt
Date: January 6, 2011
Subject: The LRTP for 2034

Public Comment Input (Via Email)

I am writing to express my support for two issues that would benefit the peninsula region.

1. Extend Mooretown Road from Lightfoot Road to the Croaker Road intersection with Rochambeau Road. Doing this would provide faster emergency response from the upper county and lower New Kent to the Sentara Hospital. This will lower traffic pressure on Rt. 60 and Interstate 64. Provide an additional Hurricane evacuation route for the peninsula. Allow for the closure of six at grade crossings of the CSX tracks between Lightfoot and Croaker. Overpasses are in place in Lightfoot and Croaker. Allow for development in the future of an area served by two interstate exits and entrances and adjacent to CSX Rail service.

2. My second comment does involve the railroad and I believe this resource is and has been woefully neglected in favor of road transport. The days of being at the mercy of the Railroad Barons are long gone. We need to encourage light rail and major freight hubs to lessen the burden on our highways. We could double the capacity of the rails and do it with less cost if Jurisdictions would waive the real estate tax rates based on track mileage. I thank you for allowing me to comment.
RE: 2034 Prioritization Summary

Name: Mr. Ray Taylor
Date: January 17, 2011
Subject: HRTPO Prioritization of Transportation Projects: Project Evaluation and Scoring

Public Comment Input (Via Email)

This new Prioritization Process is outstanding in many ways and will bring new discipline, confidence and success to our region’s efforts to produce its next 2034 Long Range Plan and from that confidence as well in the effort to obtain fair-share funding going forward.

There is one thing, however, that, in my opinion, needs to be re-addressed and that relates to passenger rail projects. The Prioritization Process document states that “Passenger rail was not scored, as there are not multiple heavy rail projects under consideration and the HRTPO Board has supported the high-speed and enhanced intercity passenger rail concepts for the region”.

I believe this is a mistake, and I believe that high-speed and intercity passenger rail projects must be specifically included in the HRTPO’s prioritization process document so as to be properly included in the upcoming regional 2034 LRTP. It would be a mistake to wait four more years until the next 2038 LRTP Plan is developed to do this.

- As it is today, high-speed and intercity (Amtrak) passenger rail are existing national and state level programs. Both of these rail systems have been funded with federal and state level resources. It is inescapable. These two surface transportation programs exist and they advance today with continuing incremental development and improvement projects (and studies) being pursued in a constant and steady way.

- The Richmond, Raleigh, Charlotte and many other MPO organizations address passenger rail projects in their LRTPs every four years in a routine way. We need to do the same.

- For Hampton Roads, and as a mere start, I have quickly listed some candidate Hampton Roads passenger rail projects below that should be evaluated and scored in the HRTPO’s Prioritization Process document (instead of being left out):

  1. Peninsula intercity passenger rail line improvements package, Phase I,
  2. Peninsula intercity passenger rail line improvements package, Phase II,
  3. Conduct the Tier II EIS and 30 percent PE, Southside rail line,
  4. Feasibility study, Oyster Point area passenger rail train station,
  5. Feasibility study, Bower’s Hill passenger rail train station,
  6. Construct an extended or second intermodal train station platform, Harbor Park train station,
7. Re-install a segment of second track, for example eight miles of track, between Newport News and New Kent County along the Peninsula rail line,
8. Conduct a requirements study concerning the potential need to re-purchase the right of way along the Southside rail line west of Bower’s Hill,
9. The TPO Staff could improve and add to this list of early candidate passenger rail projects.

- **This is important because:**
  
  1. None of these individual projects can be placed in our regional TIP and from there pursue actual funding unless they are included in some manner in the region’s LRTP.
  2. Today, the train stations in Richmond, Raleigh and Charlotte have already received federal funding for improvements and expansion, but the train stations in Harbor Park, Newport News and Bower’s Hill have not been funded. This kind of effort starts by “using the proper document process”—we need to put passenger rail projects in our LRTP and TIP documents.
  3. North Carolina has submitted federal grant requests for their intercity passenger rail lines to Wilmington and to Asheville, but no similar federal grant request has been developed for the Peninsula intercity passenger rail line, arguably a more important intercity rail line.
  4. In the beginning for us, this new process of identifying passenger rail projects will be very confusing, but the effort will settle out probably within a year. Quickly, we will see that the projects do need to be scored and prioritized just like primary or any other category of transportation projects needs to be prioritized.
  5. And, instead of not competing, these projects will actually (a) compete with each other, and (b) compete, in some cases, for FHWA flexed funding against road projects.
  6. As concerns high-speed and intercity passenger rail, “the best way to begin is to begin”.

I recommend that specific or packaged passenger rail projects be included in the Prioritization Process document now and be included in the next 2034 Long Range Transportation Plan this year rather than waiting to do this for another four years until the next 2038 LRTP is developed.

Following is a list of individual passenger rail projects that have been included in other MPO documents. The far majority of these example projects listed below came from the Richmond MPO documents. Some example projects came from the Raleigh MPO documents:

- Rail improvements, Phase I – main street station
- Rail improvements, Phase II – south and east of Richmond
- Improve surface crossing at railroad
- Rubberize a grade crossing
- Interconnect signals with preemption feature
- Rail improvements – planning and design
- Rubberized track crossing repairs
- New rail line at Acca
- Rail safety projects
• Realign lights and gates and constant warning
• Add gates and upgrade flashing lights
• Install flashing lights and gates
• Install lay-in concrete crossing surface
• Install overhead lighting/delineators at crossings
• Add gates
• Reconstruct road crossing and surface treatment
• Interconnect railroad signals with road/highway signals
• Flashing lights and gates, median constant warning
• Replace rail-way bridge
• Resurface rail-way bridge
• Protect rail lines
• Track and station construction
• Upgrade train station platforms
• Add a train station platform
• Construct a new separated grade crossing

Note: Many of the generically named projects listed above were listed two, three or more times in any one LRTP document, with each listing (for example upgrading lights or a grade crossing) having a specified location identified for each project.
Public Comment Input (Via Email)

Thank you for this opportunity to comment.

As a businessperson in the Historic Triangle, I appreciate the increasingly urgent need for a variety of transportation improvements both within and through our area to support continued economic vitality in the region. I commend the work of the HRTPO in developing a robust prioritization matrix to evaluate all the many and various transportation improvement projects recommended by the many localities in Hampton Roads. Having a focus on mobility maintenance and improvement within the Historic Triangle and through the Peninsula to Southside, I support the high prioritization given to the following significant transportation improvement projects:

- I-64 widening from 199 to Jefferson Ave;
- expansion of the HRBT tunnel volume capacity w/8 lanes;
- extension of Mooretown Road from its current terminus to Croaker Road; and,
- the Rte. 60 Skiffes Creek Connector.

The aforementioned projects have been shown to offer significant utility, viability and vitality, all issues important in the expenditure of limited public funds for competing project needs. Tourism as well as broader economic development initiatives will fail without adequate transportation to, through and within our region.

Thank you
Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460, which satisfies none of these vital criteria, must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
Public Comment Input (Via Email)

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Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
HRTP Open Public Comment Period for 2034 LRTP Prioritization Summary

RE: 2034 Prioritization Summary

Name: Mr. Ronald Lovell
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects that:

1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations

2) provide evacuation routes, and

3) include rail service connecting the Peninsula, Southside and points beyond.

Funding of the proposed new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

On the other hand, the complete Third Crossing (Norfolk to the Peninsula) would significantly address ALL three of those priorities:

1) significantly improve travel time by providing

a) alternate route to the HRBT all the time, and especially when blockages occur

b) significant relief to the Mid-Town Tunnel congestion and especially when blockages occur

2) provide an alternative evacuation route for HRBT and MidTown tunnel
3) provide for connecting rail service directly from Norfolk to the Peninsula. Even if it ONLY includes the Light Rail people transport, that would provide significant relief to existing congestion.

Without the rail crossing Hampton Roads can NEVER achieve the full potential that is exemplified by the MARTA system in Atlanta GA. I can deplane in the Atlanta Airport and be at Emory University in less than an hour for a cost of less than $2.50 (Round trip is less than $5.00).

Along the way, I observe hundreds of shorter commuter travelers who use the MARTA as part of their daily work centered commute.

Can you imagine the growth in just the tourism business for a commute by light rail from Williamsburg to Virginia Beach and back with stops along the way for Air & Space Museum and Nauticus?!

Get real, Planners: make the future growth your priority!!! It can only happen with a rail provision with the Third Crossing. That kind of vision is what is needed today!

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
HRTPO Open Public Comment Period for 2034 LRTP Prioritization Summary

RE: 2034 Prioritization Summary

Name: Mr. Christopher Kunkel
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public’s interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Mr. Jeff Turner  
Date: January 23, 2011  
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

The Rt 460 Project is nuts. Nobody is going to pay those tolls. People will just use the old 460 which you will still have to repair. It would make way more sense to improve the old 460. Like raise the parts that flood during heavy rain events. If the new 460 is built that will destroy more wetlands and there will be a huge increase in runoff going to the Blackwater River during large rain events. That will mean more flooding for places like Franklin.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
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HRTPO Open Public Comment Period for 2034 LRTP Prioritization Summary
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RE: 2034 Prioritization Summary

Name: Ms. Judith Brennan
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Dr. John Maupin
Date: January 23, 2011
Subject: Let's Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT's own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

STOP playing to developers and investors that surely do not have the best interest at heart of the people and community involved.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Mr. Ross G
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

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Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public’s interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Ms. Katherine Johnke
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

This is wasted money, at a time when there isn't even enough money to fund basic infrastructure needs in this state.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Dr. Donald Phillips
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

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Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
HRTP Open Public Comment Period for 2034 LRTP Prioritization Summary

RE: 2034 Prioritization Summary

Name: Mrs. Christy Lumm
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

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Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Mr. Jonathan Brouckaert
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

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Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Mr. Joe Cook
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

This project is a boondoggle to benefit special interests, while soaking the taxpayers with a huge subsidy. This is unconscionable when education, health care and vital transportation needs are starved for resources. Please serve the public interest, the common people, not the rich and powerful.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Ms. Kimberly Stevens
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Ms. Jean Stettler
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

For 25 years this area has been talking about another route to alleviate the increase traffic of commercial use and job commuters. Is this really the best you can offer? Please place our tax payers money into a route that will truly alleviate the problems of Hampton Road commuters.

Let's really address the issue...

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

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Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

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Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Ms. J K Selan  
Date: January 23, 2011  
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 that satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT's own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

In this time when state agencies have faced steep budget cuts that have eroded the quality of the services they provide it would be an egregious dishonor to the public to dedicate funds needed elsewhere to a useless road construction project. It would also be another example of conservative cronyism that shows that the citizens of Virginia are only valuable when they support the GOP and its agenda. We are not invisible. We are real and valuable and deserve to be provided with intelligent mature solutions to problems we face, not pushed aside by kindergarten bullies who refuse to work for all of us.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Mrs. Phyllis Pownall
Date: January 23, 2011
Subject: Let's Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Prioritization of a new Route 460 is obviously not a road project which is in the public's interest. I strongly urge that planning prioritization be given to road projects that use transportation funding wisely in the public's interest.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Mr. Ethan White
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
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Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

The new Route 460 satisfies none of these vital criteria and must be shelved. The numbers don’t add up - despite $11 tolls each way, their is a shortfall of at least $1.18 billion which will be taken from public money that needs to used elsewhere - like the Third crossing.

The 460 project is nothing but a scheme to funnel public money to private developers and campaign contributors.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

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Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes nothing to traffic relief, represents a faulty prioritization plan.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Mr. John Cole
Date: January 23, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

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Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Mr. Joseph Fox
Date: January 24, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Unless a transportation initiative furthers our goals to become fossil-fuel independent and cut green-house gasses, I am convinced that our scarce resources can be better used elsewhere.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
Name: Mr. Ray Mason  
Date: January 24, 2011  
Subject: Let's Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT's own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

So, governor Mac, in your zeal to make things "better" for us, don't be stupid. Either rearrange the route for this 460 corridor or shelve it until we can determine what is really needed and take care of our current seriously strained traffic situation closer to the waterfront.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
HRTP Open Public Comment Period for 2034 LRTP Prioritization Summary  

RE: 2034 Prioritization Summary

Name: Mrs. Lindsey Watts  
Date: January 24, 2011  
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
The United States is on its way to becoming one ugly slab of cement, covered with roads, residential and commercial development. Leave what little we have left, particularly here in Virginia, of our trees, wetlands, farmlands and all the wildlife, marine life, birdlife and crops that need them for life, not only for today but for future generations.

Do not reroute Rt 460...it will destroy thousands of such acres and such life and only add another ugly cement strip to Virginia’s landscape. We do not need or want that happening, particularly when there is no sensible explainable reason for it.

Virginia is for Lovers, and there are thousands more who love what a rerouted Rt 460 will destroy than there are those who want it for their monetary or political gain. I beg you not to bow to them.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization. Thank you, Sandra Canepa, 3 Markham Drive, Hampton, VA 23669

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
HRTP Open Public Comment Period for 2034 LRTP Prioritization Summary
January 3, 2011 - January 24, 2011

RE: 2034 Prioritization Summary

Name: Mr. Edward C Deerfield
Date: January 24, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

This is a waste of good taxpayers money to give contracts to your favored developers. This is the time to look out for the citizens.

Let’s stop the nonsense on $11.00 for cars and $54.00 for trucks and come to realistic ways of paying for our highways.

Sen. John Miller has listened to the public and wants to put tolls (2.50) on all entrances to Virginia coming in, and raising the gas tax($0.10 - $0.15 cents. This is the way to make all highway users pay for the roads they use. It could be implemented quickly and would not burden the folks who do not use the road. Come on Legislators, you are smart and let’s stop filling the pockets of those who support you. Do something for the citizens of Virginia.
Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
HRTP Open Public Comment Period for 2034 LRTP Prioritization Summary

RE: 2034 Prioritization Summary

Name: Ms. Donna Webb
Date: January 24, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT's own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
HRTP Open Public Comment Period for 2034 LRTP Prioritization Summary

RE: 2034 Prioritization Summary

Name: Ms. Barbara Smith
Date: January 24, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Miss Megan Ellis
Date: January 24, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
HRTP Open Public Comment Period for 2034 LRTP Prioritization Summary

RE: 2034 Prioritization Summary

Name: Mr. Thomas and Sondra Townsend
Date: January 24, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should be given to road projects that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond. In this regard, the completion of a Third Crossing should be given top priority.

The building a new Route 460, which does not meet any of the above criteria, should be shelved. To prioritize what developers estimate could cost upwards of $1.18 billion in public subsidies for a road that by VDOT's own admission contributes NOTHING to traffic relief makes absolutely no sense to me.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

I am sick of public funds going contributing to private gain.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Mr. Gary Medlin
Date: January 24, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Mr. Kenneth Johnson
Date: January 24, 2011
Subject: Let's Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT's own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Ms. Toni Wynn
Date: January 24, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Spending on the part of state government affects us all. The image of private contractors as being out of touch with the public interest must stop. Impress upon the developers that there's a way for all parties to come out on top, by listening to each others' interests and acting on areas of top priority for the citizens of Virginia.

Find a way for the developers to make money on road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT's own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Dr. Mary Picardi, M.D.
Date: January 24, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

We, the public, are becoming better informed as to how our dollars are spent. We hold you accountable...and we are paying attention. The Rt. 460 idea is ill conceived and must be put to rest.

NOW IS THE TIME TO STEP UP TO THE PLATE AND DO THE RIGHT THNGS. THIS IS YOUR LEGACY...AND OURS.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
HRTP Open Public Comment Period for 2034 LRTP Prioritization Summary

RE: 2034 Prioritization Summary

Name: Dr. Thomas Banko
Date: January 24, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public's interest, not in the best interest of private developers who stand to gain at our expense.
Name: Mr. Michael Boynton  
Date: January 24, 2011  
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)
Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations  
2) provide evacuation routes, and  
3) include rail service connecting the Peninsula, Southside, and points beyond.

I favor building an all-new Route 460 from Suffolk to Petersburg as long as it is in addition to the existing Route 460 and the new Route 460 is a limited access interstate with four lanes each direction. Evacuation routes require redundant routes. A new interstate 460 will provide a much needed alternative to Interstate 64.

Additionally, Interstate 64 should be widened to four lanes each direction between Newport News and Interstate 295.

Also, an interstate connection between Suffolk and Interstate 95 through Franklin and Emporia should be completed.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public’s interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Mr. Jeffrey Nicholson
Date: January 24, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public’s interest, not in the best interest of private developers who stand to gain at our expense.
HRTP Open Public Comment Period for 2034 LRTP Prioritization Summary

RE: 2034 Prioritization Summary

Name: Dr. Harold Kornylak, DO
Date: January 24, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)

Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public’s interest, not in the best interest of private developers who stand to gain at our expense.
Every transportation project before the Hampton Roads Transportation Planning Organization involves some level of public subsidy. And as these funds are scarce and hard-won, we must demand that planning prioritization be given to road projects that deliver the most bang for that limited buck.

Prioritization should only be awarded to road projects, such as the complete Third Crossing, that 1) significantly improve travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations 2) provide evacuation routes, and 3) include rail service connecting the Peninsula, Southside and points beyond.

Prioritization of a new Route 460 which satisfies none of these vital criteria must be shelved. To dedicate what developers estimate could be upwards of $1.18 billion in public subsidies for a road that by VDOT’s own admission contributes NOTHING to traffic relief, represents a warped prioritization scheme.

Transportation funding is very hard to come by, and therefore must be carefully awarded to road projects most in the public’s interest, not in the best interest of private developers who stand to gain at our expense.
RE: 2034 Prioritization Summary

Name: Russell Manning
Date: January 5, 2011
Subject: Let’s Get Our Transportation Priorities Straight

Public Comment Input (Via Email)
I would like to enter my comments into the record in regards to the Long-Range Transportation Plan 2034 Prioritization Summary.

First, I would like to applaud the efforts of the HRPDC in finally attempting to prioritize our region’s transportation projects. However, I firmly believe that the methods by which congestion reduction is measured is fundamentally flawed. I do not think that the methods adequately take 'induced demand' into consideration. For the un-enlightened, induced demand is the concept that building a new highway (or expanding an existing one) will lead users to increase vehicle miles traveled and therefore increase congestion on the new highways and surrounding roads. I have attached a related report.

In this light, I would like to object to the inclusion of the Southeastern Parkway in the Long-Range Transportation Plan. The Southeastern Parkway will only increase congestion on thoroughfares between the proposed highway and I-264. It will increase congestion on the Chesapeake Expressway. It will also increase the amount of development pressure on land surrounding Oceana NAS and land bordering Virginia Beach's so-called Green Line, both of which run contradictory to Virginia Beach's successful future. This project may have seemed like a good idea when it was proposed twenty years ago, but we have the knowledge and foresight today to be able to realize that we can not build new roads as a solution for congestion.

Also, I do not think that the projects should be separated according to "Highway," "Highway Interchange," "Bridge and Tunnel," "Multimodal Passenger Transportation," and "Intermodal Transportation." Hampton Roads's transportation plan should be all inclusive. Intermodal or multimodal projects actively offer an alternative to highway transportation and thus take vehicles off the road. That said, they should be included in determining the congestion patterns of our highways. Furthermore, mass transit projects such as the light rail extension into Virginia Beach redirect new development into sustainable developments that do not contribute to the congestion of the highway.

This long range transportation plan is going to shape the development of Hampton Roads for the next twenty years. We need to actively plan ways to focus development in areas that will support mass transit and therefore not contribute to highway congestion. Building new highways is not the way to accomplish this.
Just a quick note on the 2034 Long Range Plan. Please include all elements of Phase II of the Regional Transit Vision Plan that are slated to be online by 2035, in order that they're eligible for Federal funding. Thank you.

Henry Ryto
Questions for LRTP from Public Meetings
(Questions were responded to by HRTPO staff at public meetings)

Kevin Lefcoe:
- Some of the bigger projects would benefit by ensuring the inclusion of multi-modal options from the get-go. Will the consideration of multi-modal options be a part of our final output?

Walter Horn:
- I live in the Hampton Roads Region and I love it here. I want to know if the Crossing Proposal considered US 460. I feel 460 is key. VA Beach, Suffolk and Isle of Wight are all going to go south. 460 should be expanded to six lanes.

Un-Named:
- The idea of a new toll-road is insulting. They must think we are stupid. We will figure out how to bypass any toll beforehand. Will trucks be forced on to toll roads?
- The mid-town tunnel is a necessity. If 460 is down then we can build a spur. The tunnel would accommodate more traffic and traffic would be lower at the bridge tunnel. The worse place to be in this scenario is 64. Has a spur been considered?
- When is the next LRTP going to begin?
- How many opportunities will there be for public review of the 2034 LRTP?
- How does the 2034 LRTP connect with the TIP?
- When will the HRTPO hold public meetings on the Peninsula?
- How were projects selected for prioritization?
- When did public involvement begin on 2034 LRTP?
- Did all the localities agree on the prioritization methodology used by HRTPO?
- Who developed the prioritization tool? How was it developed?
- How is Environmental Justice considered in the LRTP?
- What are the issues covered in the LRTP?
- If a project has a good score as per the prioritization tool, will it be built?
- How much total money is allocated in potential projects?
- How much of the proposed work outlined in the LRTP will actually be completed?
- Who is guiding the LRTP Process?
- What are the objectives of a long range plan?
- How does the LRTP address the needs of the physically disadvantaged?
- What funds the LRTP?
- Who are the Transportation Partners in Hampton Roads?
- Why is the project viability of the third crossing so low?
- Why isn’t freight covered more thoroughly in the LRTP?
- Will freight and commuter rail share tracks?
- How long before we get a viable commuter rail program here in Hampton Roads?
- Are bike/pedestrian issues adequately addressed in the LRTP?
• Is anything being done to address the issue of long wait times for public transportation and the resulting delays that are caused?
• Are any projects planned that will have a great impact on the traffic issues in Hampton Roads?
• What is being done to address the traffic issues in Hampton Roads?
• How many vehicles would the use of commuter rail remove from the highways?
• Can you explain more about PPPs?
• Will there be increased bicycle facilities?
• Are military needs addressed in the LRTP?
• Does the LRTP foster smart growth?
Public Comments – Draft 2034 LRTP

Comments Received on the Draft 2034 LRTP as of December 9, 2011

The following comments were submitted during the public review and comment period for the draft 2034 LRTP document (as of December 9, 2011). These comments are being reviewed by HRTPO staff and will be incorporated as necessary in the final 2034 LRTP document.
**FHWA Comment #1: Year-of-Expenditure**

On page 149 of the 2034 Plan it states, “Related cost information on projects were converted to year-of-expenditure (YOE) dollars, based on when the project was anticipated to be operational.” For us/anyone, it’s difficult to determine what year the projects are anticipated to be operational since the plan simply identifies a 22 year window – “YOE Completion Cost FY12-34” (p.163). Please provide information on the year the projects in the Plan are anticipated to be completed/open to traffic and explain how the information is developed.

**HRTPO staff response includes the following:**

In the main report:

1. Updated Source of Project Funds table by adding a new column: “Estimated YOE Time Band” (see attached updated Table 18.4)
2. Incorporated a new footnote in Selecting Projects chapter defining the conversion process for YOE (see attached updated page 149)

Created a new Technical Appendix F detailing the YOE usage and conversion (see attached Appendix F)
FHWA Comment #2: Public-Private Partnerships (P3)
For the sources of funds identified in the 2034 LRTP as “P3”, our suggestion is to please include an asterisk next to P3 with a footnote (or other notation) that elaborates on the potential sources of funding that will be used such as state, GARVEE, PABs, private equity, etc. We recommend this since P3 is not a source of funds but rather a funding scheme or idea. Also, in that footnote, you may want to include an indication of when additional details on funding might be forthcoming (e.g. VDOT has released a RFP and once Offerers submit proposals, the source of funding will start to come into focus)

HRTPO staff response includes the following:
- Added footnote to “Public-Private Partnership (P3)” column label stating:
  - Footnote: Public-Private Partnership (P3) is the funding mechanism; potential funding sources include dedicated State Funds, GARVEE Bonds, Private Equity Investment, Private Activity Bonds, etc.
- Modified table to more accurately represent source of funds:
  - Column originally labeled as “P3” only listed the anticipated public commitment to Downtown Tunnel/Midtown Tunnel/MLK Extension and Route 460 projects (per the Governor’s 2011 Transportation Funding Plan) - $400M and $350M respectively.
  - The column originally labeled as “Tolls” included both the anticipated private component of the P3s for Downtown Tunnel/Midtown Tunnel/MLK Extension and Route 460 projects, as well as the anticipated private tolls for Dominion Blvd.
  - HRTPO staff updated the figures under the “P3” column for Downtown Tunnel/Midtown Tunnel/MLK Extension and Route 460 projects to reflect the most recent public and private commitment to both of these projects. HRTPO staff also updated the estimated YOE construction costs for these two projects to reflect most recent estimates.
- Added footnote to Downtown Tunnel/Midtown Tunnel/MLK Extension project:
  - Footnote: Anticipated funds for Downtown Tunnel/Midtown Tunnel/MLK Extension include $395M in committed state public funds and $1.6B in committed private funds (private equity, private activity bonds/bank loans, TIFIA). The project total package price of $2.1 billion includes operations, maintenance, and construction.
- Added footnote to Route 460 project:
  - Footnote: Route 460 remains a priority for the Commonwealth of Virginia. Private proposals for the project under Virginia's Public-Private Transportation Act are currently under active development and review. As of July 2011, Phase Four of the PPTA procurement process was initiated through the issuance of the Request for Detailed Proposals. The Governor has also committed public state funds to Route 460 as part of the Governor’s 2011 Transportation Funding Plan. In this plan, the Governor identified $1.4 B in public funds towards four statewide PPTA
projects (Downtown Tunnel/Midtown Tunnel/MLK Extension, Route 460, Coalfields Expressway, and the I-95/395 HOT lanes). VDOT has committed to a public subsidy of $500 million for the design and construction of the project. Based on guidelines from FHWA (see Appendix F), anticipated P3 funds for Route 460 are considered “reasonable” and therefore, this project is included in the fiscally-constrained 2034 LRTP. The $2.0B estimate is for the entire Route 460 Corridor (Suffolk Bypass to I-295 in Prince George County); the Hampton Roads portion from Bowers Hill to Zuni is estimated to be $700M.

**FHWA Comment #3: Route 460**

On page 163, the Route 460 project assumes toll revenues of $2.05B. Please explain how this estimate was derived.

**HRTP Staff response:**

- HRTPO staff has updated Table 18.4: Source of Project Funds to reflect both the public and private commitment to the Route 460 project under the P3 column.
- Added footnote to Route 460 project:
  - Footnote: Route 460 remains a priority for the Commonwealth of Virginia. Private proposals for the project under Virginia’s Public-Private Transportation Act are currently under active development and review. As of July 2011, Phase Four of the PPTA procurement process was initiated through the issuance of the Request for Detailed Proposals. The Governor has also committed public state funds to Route 460 as part of the Governor’s 2011 Transportation Funding Plan. In this plan, the Governor identified $1.4 B in public funds towards four statewide PPTA projects (Downtown Tunnel/Midtown Tunnel/MLK Extension, Route 460, Coalfields Expressway, and the I-95/395 HOT lanes). VDOT has committed to a public subsidy of $500 million for the design and construction of the project. Based on guidelines from FHWA (see Appendix F), anticipated P3 funds for Route 460 are considered “reasonable” and therefore, this project is included in the fiscally-constrained 2034 LRTP. The $2.0B estimate is for the entire Route 460 Corridor (Suffolk Bypass to I-295 in Prince George County); the Hampton Roads portion from Bowers Hill to Zuni is estimated to be $700M.
- Included FHWA letter regarding Fiscal Constraint of the Route 460 PPP Project in Technical Appendix F.
### Source of Project Funds (in Millions) – FY 2012-2034

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Table 18.4: Source of Project Funds – FY 2012-2034

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**THE 2034 LRTP PROJECTS**
## Source of Project Funds (in Millions) – FY 2012-2034 (Continued)

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<th>Dedicated Statewide Funds (DSF)</th>
<th>Regional Surface Transportation Program (RSTP)</th>
<th>Interstate</th>
<th>Primary</th>
<th>Secondary</th>
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<th>Local/Agency</th>
<th>Governors Omnibus Bill</th>
<th>Public/Private Partnership (P3)</th>
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### NN Indian River Blvd

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<th>Local/Agency</th>
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### NN Indian River Blvd and Dam Neck Rd

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<th>Interstate</th>
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<th>Secondary</th>
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<th>Local/Agency</th>
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### NN WATA Admin. Center

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<th>Local/Agency</th>
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### NN Newport News Multimodal HSPRI Stations Development

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### NF Bridge Road

<table>
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<th>Local/Agency</th>
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### VB Dam Neck Rd

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<th>Governors Omnibus Bill</th>
<th>Public/Private Partnership (P3)</th>
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<th>Total Funding (FY12-34)</th>
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Table 18.4: Source of Project Funds – FY 2012-2034 (Continued)

**THE 2034 LRTP PROJECTS**
### Source of Project Funds (in Millions) – FY 2012-2034 (Continued)

<table>
<thead>
<tr>
<th>Locality</th>
<th>Project</th>
<th>Year of Expenditure Dollars</th>
<th>Year to Completion Cost (FY 12-34)</th>
<th>Estimated YOE Time Band</th>
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</table>

1 Year of Expenditure Dollars
2 Midpoint inflation factor from each anticipated project opening time band applied to projects to convert to YOE (see Appendix F for more details).
3 Public-Private Partnership (P3) is the funding mechanism; potential funding sources include dedicated State Funds, GARVEE Bonds, Private Equity Investment, Private Activity Bonds, etc.
4 Projects fully funded prior to Fiscal Year 2012.
5 South Norfolk Jordan Bridge is a privately funded transportation project.
6 $3.7 Million of I-64 Interchange at Norview Avenue’s Interstate funding allocation comes from the $12 billion LRTP maintenance budget.
7 Anticipated funds for Downtown Tunnel/Midtown Tunnel/MLK Extension include $395M in committed state public funds and $1.6B in committed private funds (private equity, private activity bonds/bank loans, TIFIA). The project total package price of $2.1 Billion includes operations, maintenance, and construction.
8 Route 460 remains a priority for the Commonwealth of Virginia. Private proposals for the project under Virginia’s Public-Private Transportation Act are currently under active development and review. As of July 2011, Phase Four of the PPTA procurement process was initiated through the issuance of the Request for Detailed Proposals. The Governor has also committed public state funds to Route 460 as part of the Governor’s 2011 Transportation Funding Plan. In this plan, the Governor identified $1.4B in public funds towards four statewide PPTA projects [Downtown Tunnel/Midtown Tunnel/MLK Extension, Route 460, Coalfield’s Expressway, and the I-464/95 HOT lanes]. VDOT has committed to a public subsidy of $500 million for the design and construction of the project. Based on guidelines from FHWA (see Appendix F), anticipated P3 funds for Route 460 are considered “reasonable” and therefore, this project is included in the fiscally-constrained 2034 LRTP. The $2.0B estimate is for the entire Route 460 Corridor (Suffolk Bypass to I-295 in Prince George County); the Hampton Roads portion from Bowes Hill to Zuni is estimated to be $700M.

### Table 18.4: Source of Project Funds – FY 2012-2034 (Continued)

**THE 2034 LRTP PROJECTS**
Criteria in the Project Utility, Project Vitality, and Project Viability components were assigned weighting factors based on regional importance. These factors were determined with input from both technical and public stakeholders.

Data was collected on each project for analysis. Data encompassed the project’s utility attributes (volume, crashes, cost effectiveness, etc.), economic vitality characteristics (travel time, labor market access, etc.), and viability considerations (funding commitment, project readiness, etc.). Related cost information on projects were converted to year-of-expenditure (YOE) dollars, based on when the project was anticipated to be operational\(^1\). Upon evaluation, projects were listed and ranked based on their composite score (sum of Project Utility, Economic Vitality, and Project Viability scores).

For more information regarding Project Prioritization scores, please refer to the *Prioritization of Transportation Projects: Project Evaluation and Scoring* report.

**Recommendation to the Board**

Using the scores produced by the Project Prioritization Tool, recommendations from the HRTPO Transportation Technical Advisory Committee, the Governor’s Omnibus Transportation Funding Package, and with consideration from stakeholder input (local, State, Federal, private sector, and public), the HRTPO staff developed a fiscally-constrained list of recommended regional transportation priorities for Hampton Roads.

This recommendation identified funding for approximately fifty projects and studies for the 2034 LRTP. These projects range from widening roadways to relieve congestion including I-64 on the Peninsula, replacing and repairing critical bridges, improving interchanges and intersections, reinstating and enhancing passenger rail service, developing passenger rail stations, and adding new roadways for increased connectivity such as the I-564 Intermodal Connector as well as adding another tube to the Midtown Tunnel.

The recommendation also included several studies that will evaluate the benefits and impacts of major regional projects such as the widening the Hampton Roads Bridge Tunnel and I-64 from Hampton Roads to Richmond, US Route 460, Patriots Crossing, Southeastern Parkway and Greenbelt, High-Speed and Intercity Passenger Rail, and the Virginia Beach Transit Extension.

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1. Midpoint Inflation Factors based on estimated YOE Time Bands were utilized in YOE conversion. See Appendix F for more information.
Conversion to YOE and Project Time Band Information

Per federal guidelines (23 CFR 450.322(f)(10)(iv)), projects costs in a fiscally-constrained LRTP must be presented in Year-of-Expenditure (YOE) dollars. The year-of-expenditure for a project is the year the project is anticipated to be open for use. Project costs are expressed in YOE in order to properly account for inflation (increases in construction costs, right-of-way, etc.).

Because it is difficult to predict the exact year a project will open, HRTPO staff subdivided the 2012-2034 LRTP horizon time period into three separate Time Bands based on expected project opening:

- Near (2012-2018)
- Middle (2019-2028)
- Far (2029-2034)

In other words, a project in the Near Time Band is reasonably expected to be open to the public any time between the years 2012 and 2018; the Middle Time Band between 2019 and 2028; and the Far Time Band between 2029 and 2034.

At the October 2010 LRTP Subcommittee meeting, it was determined by the group to use the VDOT standard inflation rate of 3% for YOE conversion for the 2034 LRTP. Using the 3% rate, inflation factors were calculated for each year between 2012 and 2034:

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</table>

A Midpoint Inflation Factor was assigned to each project Time Band based on the Midpoint Year:

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<th>Midpoint Year</th>
<th>Midpoint Inflation Factor</th>
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<td>Middle (2019-2028)</td>
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<td>Far (2029-2034)</td>
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The Midpoint Inflation Factor was applied to each project based on the expected Project Opening Time Band in order to convert current year dollars to YOE to account for inflation. The resulting YOE estimate was reviewed and approved by VDOT, localities, and/or submitting agencies. This process was applied to all 2034 candidate projects submitted in current year dollars.

HRTPO staff, in consultation with VDOT, localities, and submitting agencies either calculated YOE or verified YOE project cost estimates for each 2034 candidate project.
U.S. Department of Transportation

Federal Highway Administration

November 2, 2010

Mr. Dwight Farmer
Executive Director
Hampton Roads Planning District Commission
723 Woodlake Drive
Chesapeake, Virginia 23320

Dear Mr. Farmer:

As you may be aware, the FHWA Virginia Division Office and VDOT have been working to develop a process and framework for including Public-Private Partnership (PPP) projects in the fiscally Constrained Long Range Plans (CLRP) of Metropolitan Planning Organizations (MPO) by ensuring that the fiscal constraint requirements of the planning regulations are addressed. The need to address this issue stems from the restriction on the approval of NEPA documents by FHWA in nonattainment and maintenance areas unless the project has been included in an MPO CLRP for construction. Including the project in a CLRP for construction requires a demonstration of fiscal constraint. However, demonstrating fiscal constraint of PPP projects in the planning process is difficult because PPP projects are usually funded using non-traditional sources that don’t have the transportation financing history associated with them that traditional sources do. Further, it is difficult obtaining a financial plan from the private sector for a PPP project demonstrating how the project will be funded at the time that a NEPA document is being prepared. Typically, VDOT does not solicit detailed proposals from the private sector until after the NEPA process has been completed and a decision has been made on a particular alternative. While FHWA can approve the issuance of a solicitation for requests for proposals prior to the completion of the NEPA process under our design-build regulations, there is an element of risk associated with this course of action because of uncertainties with the NEPA process which can lead to changes in the project and associated delays prior to a decision being made. This is a level of risk that the private sector is not usually willing to assume at this stage of project development since the PPP process requires a substantial commitment of their time and resources. Once a NEPA approval is granted and there is more certainty associated with the project, the private sector is usually more accommodating.

Guidance on fiscal constraint as it relates to PPP projects is somewhat limited. FHWA’s April 15, 2009, guidance on Financial Planning and Fiscal Constraint for Transportation Plans and
Programs addresses the question: “How should “public-private partnerships” be treated in the STIP, metropolitan transportation plan and TIP?” The guidance provides the following response:

Like any other transportation project, the funding sources associated with financing a PPP project generally are to be "reasonably expected to be available." The exception is the first two years of the TIP and STIP in air quality nonattainment and maintenance areas, in which projects shall be limited to those for which funds are "available" or "committed" (see 23 CFR 450.104 for the definitions of these terms). A PPP project may be "reasonable" if there are clear expressions of support by the Governor and/or other appropriate local/regional decision makers and a strategy exists for securing necessary approvals within the time period for implementing the affected project(s). Other indicators of "reasonableness" for PPP projects are if a State or local jurisdiction has had past success in implementing PPP’s, and if State enabling legislation is in place, or if efforts are underway to enact State enabling PPP legislation and there is evidence of support by the Governor and/or legislature. There should also be interest in the project from the investment community.

PPP projects often are undertaken to supplement conventional procurement practices as a way to achieve cost and time efficiencies and expand funding sources, thereby reducing demands on constrained public budgets. Some of the funding sources used to support PPPs include: (a) shareholder equity; (b) grant anticipation bonds/notes (GARVEEs and GANs); (c) revenue and general obligation bonds; (d) private activity bonds; (e) bank loans; (f) SIB loans; (g) TIFIA credit assistance; (h) direct user charges (tolls and transit fares) leveraged to obtain bonds; (i) normal Federal-aid formula funds; and (j) other public agency dedicated revenue streams made available to a private franchisee or concessionaire (e.g., leases, direct user charges from other tolled facilities, and shadow tolls).

Based on the guidance provided in the question and answer above, the emphasis in determining the “reasonableness” of a PPP project is on the process that is in place for PPP projects. Accordingly, a PPP project may be “reasonable” if there are clear expressions of support from the Governor, there is State enabling legislation in place, the State has had success in implementing PPPs, and there is an interest in the project from the investment community. These tests of reasonableness have been satisfied for the Route 460 project. The Governor has expressed his support for the project, Virginia has the Public-Private Transportation Act (PPTA) of 1995 in place, PPTA projects like the Capital Beltway HOT Lanes and the Richmond Airport Connector have been successfully implemented, and there appears to be interest in the project from the investment community as evidenced by the submission of three conceptual proposals with preliminary financial information that have passed VDOT’s quality control review. Those proposals will now advance to the next phase of the procurement process where they will be reviewed by an independent review panel.

While specific funding sources have not been established for the Route 460 project at this stage of the PPTA process and won’t be until a specific proposal is selected and further developed, the April
15, 2009, guidance also states, “The existence of State enabling legislation allowing a State and/or a locality(ies) to pursue alternative funding through the use of tolling and/or PPPs is a key first step in determining fiscal constraint “reasonableness.” The identification and pursuit of alternative funding sources will be ongoing and further refined as part of the PPTA process, but the movement of the PPTA process into the next phase where they will be reviewed by an independent review panel serves as an indicator that the information submitted by the private sector, including preliminary financial information, is of sufficient quality to receive further consideration.

Based on the foregoing, FHWA believes that a case can be made for the reasonableness of the Route 460 project making it eligible for inclusion in the CLRP being developed by the Hampton Roads Transportation Planning Organization (TPO). FHWA recognizes that this is just a determination regarding the reasonableness of the Route 460 project and that any decision to include the project in the region’s CLRP is at the discretion of the TPO. We also recognize that the TPO has been developing a project prioritization process for the region and may desire that the process be finalized before any decisions on including Route 460 are made; that is your prerogative. Finally, while we have a Record of Decision for the Route 460 project that establishes a scope and concept for the project, it is recognized that the proposals being put forth by the private sector may refine the scope and concept of the project and what is ultimately included in the CLRP. For example, assumptions about when different phases of the project may be completed may vary among proposals and ultimately affect the conformity inputs for the CLRP. Therefore, any action taken by the TPO at this juncture may need to be revisited as the project is refined through the PPTA process and those assumptions change.

If you have any questions about this determination, you can contact me at (804) 775-3353.

Sincerely,

Irene Rico
Division Administrator

By: Edward S. Sundra
Planning and Environment Program Manager

cc: Camelia Ravanbakht, HRPDC
Ben Mannell, Margit Ray, Eric Stringfellow, VDOT
FHWA Comment #4: More Clarification Regarding Funding Sources for P3 Projects
FHWA staff, in a telephone conversation with HRTPO staff on December 5, 2011, stated that the updated Table 18.4 still needed additional clarification in regards to funding sources for P3 projects.

HRTPO staff response includes the following:

In the main report:
1. Updated Table 18.4: Source of Project Funds (in Millions) – FY 2012-2034 table by:
   a. Deleted the P3 column
   b. Referenced Table 18.5 for the two P3 projects (Downtown Tunnel/Midtown Tunnel/MLK Freeway Extension and Route 460)
   c. Updated footnotes according to above changes
2. Added Table 18.5: Source of Public-Private Partnership Project Funds (in Millions) – FY 2012-2034
   a. Updated funding sources for each P3 project based on the latest information from the Governor’s Office and VDOT
3. Added text to Chapter 18 better describing the status and funding information of each P3 project
Table 18.4: Source of Project Funds (in Millions) – FY 2012-2034

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<thead>
<tr>
<th>Locality</th>
<th>Project Description</th>
<th>FY12-34 Completion Cost</th>
<th>Estimated FY20 Time Band</th>
<th>Dedicated Statewide Funds (DSF)</th>
<th>Regional Surface Transportation Program (RSTP)</th>
<th>Intervisors</th>
<th>Primary</th>
<th>Secondary</th>
<th>Urban</th>
<th>Local/Agency</th>
<th>Governors Omnibus Bill</th>
<th>Private Tolls</th>
<th>Total Funding (FY12-34)</th>
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**The 2034 LRTP Projects**
### Table 18.4: Source of Project Funds (in Millions) – FY 2012-2034 (Continued)

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<th>Locality</th>
<th>Project</th>
<th>VOT Completion Time (FY 12-34)</th>
<th>Estimated VOT Time Band</th>
<th>Dedicated Statewide Funds (DSF)</th>
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<th>Secondary</th>
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<th>Total Funding (FY12-34)</th>
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**The 2034 LRTP Projects**
## Table 18.4: Source of Project Funds (in Millions) – FY 2012-2034 (Continued)

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<th>Secondary</th>
<th>Urban</th>
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**Table 18.5: Source of Public-Private Partnership Project Funds (in Millions) – FY 2012-2034**

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<th>Estimated YOE Time Band(^1)</th>
<th>State Commitment</th>
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\(^1\) Year of Expenditure Dollars  
\(^2\) Midpoint inflation factor from each anticipated project opening time band applied to projects to convert to YOE (see Appendix F for more details).  
\(^3\) Source: Office of the Governor, December 5, 2011  
\(^4\) Source: VDOT, August 2011

**Downtown Tunnel/Midtown Tunnel/MLK Freeway Extension Project**

Under Virginia's PPTA, VDOT has partnered with Elizabeth River Crossings (ERC) to move forward with construction on the Downtown Tunnel/Midtown Tunnel/Martin Luther King (MLK) Extension project. As of December 2, 2011, the value of the comprehensive agreement between VDOT and ERC is $2.1 billion\(^1\). This includes finance, design, construction, maintenance, and operations.

Key components of this project include:

- Doubling the capacity of the Midtown Tunnel by building an additional two-lane tunnel near the existing tunnel under the Elizabeth River
- Increasing transit service between Portsmouth and Norfolk
- Rehabilitating the existing Midtown Tunnel and both of the Downtown Tunnels
- Extending the MLK Freeway from London Boulevard to Interstate 264, with an interchange at High Street
- Modifying the interchange at Brambleton Avenue/Hampton Boulevard in Norfolk

Financing and tolls for this project include:

- VDOT's contribution (state commitment) is $362 million, specifically designated to lower the tolls
- ERC will provide 1.3 billion through equity, debt, and revenue from operations
- ERC will also secure $422 million in financing from the U.S. Department of Transportation's low interest TIFIA loan
- Project will be financed through tolls, initially ranging from $1.59 to $1.84 per car for the tunnels and $0.50 for the MLK Freeway extension for tunnel users and $1 for non-tunnel users
- Tolls will be collected electronically using E-ZPass, eliminating the need for toll booths

---

\(^1\) Office of the Governor, December 5, 2011

**THE 2034 LRTP PROJECTS**
**Route 460 Project**

Route 460 remains a priority for the Commonwealth of Virginia. Private proposals for the project under Virginia's PPTA are currently under active development and review. As of July 2011, Phase Four of the PPTA procurement process was initiated through the issuance of the Request for Detailed Proposals².

The Governor has also committed public state funds to Route 460 as part of the Governor's 2011 Transportation Funding Plan. In this plan, the Governor identified $1.4 billion in public funds towards four statewide PPTA projects (Downtown Tunnel/Midtown Tunnel/MLK Extension, Route 460, Coalfields Expressway, and the I-95/395 HOT lanes). VDOT has committed to a public subsidy of $500 million for the design and construction of the project.

Based on correspondence received from FHWA on November 10, 2010 (see Appendix F), fiscal-constraint of a P3 project may be deemed “reasonable” if:

- There are clear expressions of support from the Governor
- There is State enabling legislation in place
- The State has had success in implementing P3 projects
- There is an interest in the project from the investment community

These tests of “reasonableness” have been satisfied for the Route 460 project:

- The Governor has expressed his support for the project
- Virginia has the Public-Private Transportation Act (PPTA) of 1995 in place

Therefore, the Route 460 P3 project is included in the fiscally-constrained 2034 LRTP.

The Route 460 project extends across two MPOs (the HRTPO and Tri-Cities MPO). The $2.0 billion estimate is for the entire Route 460 corridor (Suffolk Bypass to I-295 in Prince George County); the Hampton Roads portion from Bowers Hill to Zuni is estimated to be $700 million. As this project moves forward, HRTPO staff will coordinate with the Tri-Cities MPO as necessary.

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² VDOT, August 2011

**THE 2034 LRTP PROJECTS**
2034 LRTP Public Comment: Tom Slaughter, City of Newport News

City of Newport News Comment: Projected 2034 Model Volumes
Camelia, I know it is late in the process but could you have your staff double check the following from your report:

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>Existing (most recent)</th>
<th>Projected 2034</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atkinson Blvd. from Warwick Blvd. to Jefferson Ave.</td>
<td>NA</td>
<td>25,000</td>
</tr>
<tr>
<td>Denbigh Blvd. from Warwick Blvd. to Jefferson Ave.</td>
<td>29,512</td>
<td>39,000</td>
</tr>
<tr>
<td>Ft. Eustis Blvd. from Warwick Blvd. to I-64</td>
<td>41,650</td>
<td>56,000</td>
</tr>
<tr>
<td>Ft. Eustis Blvd. from I-64 to Jefferson Ave.</td>
<td>25,244</td>
<td>39,000</td>
</tr>
</tbody>
</table>

I am having trouble trusting that even with the new Atkinson Blvd. with 25,000 projected ADT, that Denbigh Blvd. and Fort Eustis Blvd. will grow as much as shown for these parallel routes. I can understand the growth of Denbigh Blvd. and Ft. Eustis Blvd. without Atkinson Blvd. but not with it.

**HRTPO staff response includes the following:**
1. HRTPO staff reviewed model volumes for both 2034 LRTP Build and No-Build scenarios
2. HRTPO staff reviewed anticipated growth for 2034 on the Peninsula by TAZ and by county
3. HRTPO staff concludes that projected 2034 volumes for these segments are reasonable
The TPO board’s procedures over the past few years and the TPO Staff’s superb work have produced an exceptionally comprehensive and rigorous draft 2034 LRTP document. The breadth, depth and the well described process in this document are certain to become a model or goal for other MPOs to emulate. A list of recommendations and comments follow:

1. **Report Documentation page:** The text now reads “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, FTA, VDOT, or DRPT. This report does not constitute a standard, specification, or regulation. FHWA, FTA, VDOT, or DRPT acceptance of this report as evidence of fulfillment of the objectives of this task does not constitute endorsement/approval of the need for any recommended improvements …” This document is the regional plan; it is not a report, and, per legislation, it is more than a reflection of views; it is an approved final regional Long Range Transportation Plan. The current text describes what the document is not, but should also contain words that identify what the document “is”. Recommend some version of the following suggested text: “This document is the TPO Policy Board’s approved, 20-year, regional Long Range Transportation Plan. The HRTPO staff is responsible for the facts and the accuracy of the data presented herein. Subsequent approval by the Secretary of Transportation at the state level and by FHWA and FTA at the federal level constitutes endorsement by higher authority that the planning process used to develop the LRTP adhered to established regulations. This report does not constitute a standard, specification, or regulation. FHWA, FTA, VDOT, or DRPT approval of this LRTP Plan does not constitute endorsement or approval of the need for any particular recommended improvements …”

**HRTPO staff response:**

- Per the PL agreement with VDOT, the Acknowledgement section of the Report Documentation is standard and approved text. However, the Abstract section of this page was updated, incorporating some of the above recommendation. Additionally, as per Section 450.322(c) of 72 Federal Register. 7275 (2007), ‘Development and content of the metropolitan transportation plan’:
  - The MPO is the approving authority on the Metropolitan Transportation Plan (MTP)
  - The MTP is submitted for informational purposes to the Governor and FHWA/FTA
  - The FHWA/FTA ‘s approval is sought only for conformity determination of the MTP
2. **Page 3 – Five Core Functions** (of the TPO organization): Recommend inserting the term “approve” to indicate the TPO’s required decision-making role as concerns the two, LRTP and TIP, documents, so that the two bulleted statements read as follows:

- Develop, approve and maintain a fiscally-constrained, Long-Range Transportation Plan – at least twenty years, for the metropolitan planning area.
- Develop, approve and maintain a fiscally-constrained Transportation Improvement Program – short range, four-year plan, containing all transportation projects that require an action by the FHWA or FTA.

**HRTPO staff response:**
- Incorporated suggestion

3. **Page 8, State of Transportation:** In the Previous LRTP paragraphs, the text states that the 2030 LRTP included 100 projects with a total projected cost of $12 B dollars and at the time, the region faced a total need of $20 B dollars. This is then (partially) compared to the new 2034 LRTP by noting that there is a need, today, for $30 B dollars. But the total number of projects in the new 2034 LRTP and their projected cost is not included in the text. Recommend including these comparative data points of total funds required and total funds expected to be available for the 2034 Plan as is done for the previous 2030 Plan, because that would be useful on this page for the staff, board members and for readers alike.

**HRTPO staff response:**
- Incorporated suggestion

4. **Page 12: The Growth in VMT graph** is illuminating and important as it shows that VMT grew in the U.S. by 7 percent, in Virginia by 9 percent and in Hampton Roads by 11 percent. Records show that the region of Hampton Roads gains a low fraction of available transportation funds each budget year, compared to other regions (based on respective regional populations). Outside of the context of this draft LRTP, recommend this graph and its supporting data be given extra attention and, in particular, that this information be provided to regional legislators, the regional federal facilities and military commands, the region’s two airports and the VDOT and VDRPT agencies.

**HRTPO staff response:**
- None required for draft 2034 LRTP

5. **Page 22, Passenger Rail:** Recommend the text in this section be expanded to reflect and to at least document current activities and near-term plans. At present, the text makes no mention of the Southeast High Speed Rail corridor of which the planned rail line to Hampton Roads, per federal announcement, is a part. The text should record the actions that led to and describe the Rail to Hampton Roads (R2HR) Tier I EIS process and address future plans and what next steps are ongoing to obtain passenger rail service along the Southside corridor.

**HRTPO staff response:**
- Incorporated text referring readers to other chapters in the document regarding rail efforts in Hampton Roads
6. **Page 54, Table 6.1: Federal, State, and 2034 LRTP Goals:** Adjacent to the federal goal of “Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight”, recommend editing the stated 2034 LRTP goal to read “Enhance the integration of, and with expanded public transit and passenger rail systems, expand the connectivity of the transportation system, across and between modes, for people and goods”. Reason: this is needed and it is, in any case, actually happening.

**HRTPO staff response:**
- Vision Statement and Goals were approved by the HRTPO Board in January 2010 for the 2034 LRTP – cannot change now. For 2040, this can be a consideration.

7. **Page 72, Passenger rail challenges on a freight rail system:** The text states that “Due to contractual agreements with the private railroad companies, passenger rail has to give priority to freight rail on the rail network”. I have understood that federal legislation required just the opposite. **Recommend** reviewing this text and correcting it (if that is appropriate) or recommend explaining in the text what contractual agreement (what reference) it is that is being cited.

**HRTPO staff response:**
- Removed text regarding contractual agreement.

8. **Page 96, Intermodal Management System (IMS):** This paragraph states “The goal of good multimodal transportation is to create a transportation network for the movement of people and goods that is safe, strategic, efficient, and seamless”. The text notes the TPO updated its IMS plan in in 1998, 2001, and 2007, and that the next update is scheduled for next year, 2012. As for rail, the current LRTP text addresses freight rail very well and at length. This is understandable, because passenger rail advances were not on the regional agenda until 2009. But, that has now changed. **Recommend** editing this overall IMS set of paragraphs to declare that the next, 2012 IMS Update will address passenger rail in a comprehensive manner as a new part of the region’s “multimodal surface transportation network”.

**HRTPO staff response:**
- As Intermodal Management System (IMS) was part of ISTEA and no longer required, HRTPO staff updated text in this section changing all references of IMS to ‘Freight Planning.’ As such, passenger rail will be a separate effort from freight planning.

9. **Page 112, Southeast High Speed Rail Corridor (SEHSR):** This page provides a description of the SEHSR passenger rail corridor which is currently in an ongoing Tier II EIS evaluation process. **Recommend** that a companion page be included in the 2034 LRTP that describes the Rail to Hampton Roads (R2HR) passenger rail corridor which is also in an ongoing Tier I EIS evaluation process. This is actually happening. It will become advantageous to the region and to the TPO to have ensured that it’s approved LRTP has this passenger rail planning process included in its standing and fed-approved LRTP.

**HRTPO staff response:**
- Changed text regarding Richmond to Hampton Roads Passenger Rail (pages 110-111) to match call-out box format of the Southeast High Speed Rail Project (page 112).

Submitted by Ray Taylor, citizen of Virginia Beach
HRTP Comment

Name: Timothy Cross
Date: December 8, 2011
Subject: Comment on Draft 2034 Long-Range Transportation Plan – York County

Comment:

Attached are my few minor comments on the draft 2034 LRTP. My overall comment is that it is an excellent piece of work. The quality of these plan documents seems to improve with each update, and the 2034 plan continues that trend.

My compliments to everyone involved.

Timothy C. Cross, AICP
Principal Planner
County of York, Virginia

Comments on Draft 2034 Long-Range Transportation Plan – York County
December 8, 2011

Comments/suggestions follow plan excerpts below.

Hampton Roads is home to more than 1.7 million residents and is projected to grow to just over 2 million by the year 2034. It is among the top forty largest Metropolitan Statistical Areas in the country, the sixth largest in the Southeast.

Page 2 – “and is projected to grow… It is among the [delete “top”] forty largest…” It is redundant to say “top forty largest.”

HRTPO staff response:
Change incorporated
Current Employment
To sustain the growing regional population, employment in Hampton Roads has also expanded. There are 1,000,875 jobs in Hampton Roads as of 2009, up 130,530 jobs from the levels seen in 1990 (Figure 3.3). As with the rest of the country, the downturn in the economy has impacted employment in Hampton Roads, with the number of jobs about 40,000 lower in 2009 than the level seen in 2007.

Of the 1,000,875 jobs in Hampton Roads, approximately 70% of these jobs are located on the Southside and 30% on the Peninsula. Although the Southside has a higher population density than the Peninsula, the percentage of employment on the Southside is larger than anticipated.

Page 26 – I’m not sure that employment growth “sustains” population growth. Indeed, it’s largely a function of employment growth. Also, it’s redundant to say “Of the 1,000,875 jobs in Hampton Roads, approximately 70% of these jobs are located…” I suggest deleting “of these jobs.”

HRTPO staff response:
Change incorporated

The increase in population has also contributed to more drivers and vehicles on the regional roadway system. The growth in the number of vehicles, however, has far outpaced both population and driver growth (Figure 3.4). Between 1998 and 2010, the number of registered vehicles in Hampton Roads increased by 27%, up to 1.48 million vehicles. During this time, the growth in registered vehicles was more than three times both the growth in population (8%) and licensed drivers (10%).

Page 26 – “During this time, the growth in registered vehicles was more than three times the growth in population (8%) and licensed drivers (10%).”

HRTPO staff response:
Change incorporated

Minority Populations
Minority populations are often underrepresented in a community as compared to the whole. For the purposes of EJ, the term ‘minority’ refers to racial and ethnic minorities, including: African-American, Hispanic, American Indian and Alaskan Native, and Asian-American.
Page 29 – “Underrepresented” is kind of a loaded term when applied to minority populations and it’s not clear what it means in this context. Do you mean there are fewer minority residents in Hampton Roads than in the US as a whole, as the pie charts indicate? If so, I would suggest saying it that way. “Underrepresented” suggests more than just numbers.

**HRTPO staff response:**
Text clarified

In Hampton Roads, as with the rest of the United States and other industrialized nations, the traditional population pyramid is starting to erode with the shifting of age distribution. The portion of elderly is increasing, while the young are becoming less numerous which can be attributed to the fact that people are living longer and having fewer children (Figure 4.4 depicts the regional population pyramid for the 2000 and 2010 Census). This trend will have implications in the near future as there will be fewer children to replace the working population.

Page 31 – I would suggest “eroding” instead of “starting to erode” since the skewing of the age distribution has really been going on since the baby boom and the decline of birth rates.

**HRTPO staff response:**
Change incorporated

- Dr. Camelia Ravanbakht and Ms. Dale Stith attended an Empower Hampton Road meeting at Hampton University in July 2010; Dr. Ravanbakht agreed to work together with Empower Hampton Roads.

Page 47 – “Empower Hampton Roads” in the first reference

**HRTPO staff response:**
Change incorporated

Charting the course for future transportation investments is a daunting task for any region. The 2034 LRTP has the responsibility to chart the course for the Hampton Roads region. The 2034 LRTP must contain information regarding the current state of the region, ramifications of present day decisions, and the identification of a responsible investment strategy to improve the transportation outlook of regional development into the future.
Page 51 – The responsibility actually rests with those who put together and implement the plan, not with the plan itself. I suggest something like “The purpose of the 2034 LRTP is to chart the course for Hampton Roads.”

**HRTPO staff response:**
Change incorporated

Pages 51-52 – What is described here as a survey was really a questionnaire. A survey would involve random sampling and other scientific measures that would allow us to make inferences about the attitudes of the larger population based on the results, which is not the case here.

**HRTPO staff response:**
Clarifying footnote added

Several local military representatives (active and retired) recently provided verbal and written statements to the HRTPO Board to give their perspective and to express their concerns regarding transportation in Hampton Roads. Some

Page 65 – *Verbal* should be *oral*. Verbal means “pertaining to words” and can be written or spoken.

**HRTPO staff response:**
Change incorporated

Page 71 – I see only one bicyclist here.

**HRTPO staff response:**
Change incorporated
As freight and passenger rail demands increase in Hampton Roads, various rail infrastructure issues will need to be addressed. Among these issues include deferred maintenance (acute among shortline rail carriers), increasing wear and tear from heavier rail cars, growth in freight movements, increased passenger traffic on shared highway and rail corridors, and denser development.

Page 79 – Either delete among or change include to are.

**HRTPO staff response:**

Change incorporated

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**Water Quality**

Hampton Roads is defined by its relationship to the water. Industrial facilities such as shipyards and ports line the Elizabeth and James Rivers, while military facilities are found along every major shoreline in the region. Tourism, a major economic sector in the region, relies on the oceanfront and rivers throughout the area to act as magnets for visitors.

Page 82 – Suggest “Tourism, a major economic sector in the region, relies largely on the oceanfront and rivers…” A sizable proportion of our tourism is in the Williamsburg area and does not rely on the ocean or rivers.

**HRTPO staff response:**

Change incorporated

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Roads facilities has also played a role. The military also underwent a transition in Hampton Roads, including the disestablishment of United States Joint Forces Command (JFCOM) and the closure of Fort Monroe.

Page 86 – As I recall, the closure of Fort Monroe was planned before the recession hit. Furthermore, other bases – e.g., Ft. Eustis and Naval Weapons Station Yorktown – have seen or are going to see increases. Has there been a net decrease in the military population and employment?

**HRTPO staff response:**

Text removed pertaining to military transition in Hampton Roads

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At the local level, jurisdictions can encourage comprehensive future land use planning and establish zoning that stimulates mixed-use activity centers.

Page 91 – Suggest "jurisdictions can encourage mixed-use activity centers through future land use planning and zoning."
HRTPO staff response:
Change incorporated

Regional Hazard Mitigation Plans
The Southside Hampton Roads Hazard Mitigation Plan (SHRHMP) and the Peninsula Natural Hazard Mitigation Plan (PNHMP) incorporates hazard mitigation principles and practices into routine government activities and functions. The

Page 126 – I believe Poquoson also has a hazard mitigation plan of its own, which might be worth mentioning. Also, incorporates should be incorporate.

HRTPO staff response:
Change incorporated

In addition to the state evacuation plan for Hampton Roads, the region must also collaborate with eastern North Carolina to allow for the coordinated, efficient, and expedient evacuation of tourists and residents from the Outer Banks area. The North

Page 127 – Do you mean expeditious (i.e., timely) rather than expedient?

HRTPO staff response:
Text clarified

Evaluation Criteria Weighting Factors
Each evaluation criteria is weighted based on relative importance, dependent on the current regional vision and availability of funding. The current weighting factors were

Page 140 – Criteria should be criterion.

HRTPO staff response:
Change incorporated

Page 193 – If I’m not mistaken, the HRPDC’s FFY 2011 application was also denied.

HRTPO staff response:
Change incorporated
The Southern Environmental Law Center (SELC) appreciates the opportunity to provide the following comments on the Hampton Roads Transportation Planning Organization's (HRTPO) Draft 2034 Long-Range Transportation Plan (LRTP).

SELC is a non-profit, non-partisan organization that works throughout Virginia to promote transportation and land use decisions that protect our natural resources and quality of life, and our Land and Community Program promotes smarter growth, sensible transportation choices, community revitalization, and open space conservation.

SELC applauds HRTPO's considerable discussion in the Draft LRTP of the importance of multimodal transportation options (transit, rail, ferry, bicycle, and pedestrian) and transportation-oriented development in meeting regional transportation needs and improving quality of life in Hampton Roads. This discussion is a significant step forward. We also recognize some of the recent steps taken in the region to provide greater transportation choices, such as the completion and launching of Hampton Roads Transit’s 7.4-mile light rail service in Norfolk, as well as the fact that much of the study funds in the draft plan would be spent to examine potential projects that would offer additional alternatives to driving. However, the list of projects ultimately selected for funding in the Draft LRTP is comprised almost entirely of highway and bridge and tunnel expansion projects. As a result, unless significant amendments are made, it will fall far short of the need for balanced transportation funding in the region and it will not adequately address the need for a safe, efficient, and sustainable transportation system, but it will perpetuate the sprawling development patterns that are a primary cause of the region's transportation problems.

Vision and Project Funding
The Draft LRTP states as its vision "to provide a safe, efficient, sustainable, and balanced multimodal transportation system for all users," and identifies improved mobility and accessibility as key elements in planning for the region. The importance of promoting accessibility as key elements in planning for the region. The importance of promoting balanced multimodal transportation options and transit-oriented land use patterns is acknowledged throughout the document as essential to achieving these goals and remedying the region's most pressing transportation issues.

However, the Draft LRTP's project funding is overwhelmingly focused on highway and bridge and tunnel expansion, reducing the likelihood that these issues will be adequately addressed in this plan. For example, of the 150 candidate projects initially considered for funding, 142 were listed as highway, highway interchange/intersection, and bridge and tunnel projects totaling $26.9 billion. The remaining eight were transit and intermodal projects totaling just $2.9 billion. Likewise, the final list of regionally-funded studies and new construction projects in the LRTP is similarly skewed. Only two of the eleven studies selected for funding regard non-highway or bridge and tunnel projects. The list of twenty new
regionally-funded construction projects (totaling $5.4 billion in funding) includes just two public transportation-related projects totaling $29 million. In contrast, this list includes $1.8 billion in funding for three bridge and/or tunnel projects, and $3.1 billion in funding for fourteen highway and highway interchange projects. This road-expansion-focused approach may serve to exacerbate, rather than alleviate, the region's most pressing transportation problems.

Relieving Congestion
The primary regional transportation concern identified is to relieve roadway congestion. Citing The State of Transportation in Hampton Roads 2010 Update, the draft notes that between 2000 to 2009 vehicle miles traveled (VMT) in the region increased almost twice as fast as population (11% v. 6%). Moreover, over 82% of drivers in the region drove to work alone in 2009, up from 79% in 2000 and 73% in 1990. In fact, Hampton Roads has the seventh-highest rate of solo commuting among thirty-five metropolitan areas in the United States with populations between one and three million. This increased reliance on the automobile is a major factor leading to Hampton Roads having some of the nation's worst traffic congestion, ranking fifth-highest in congested peak travel in 2010 among these thirty-five metropolitan areas.

In response, HRTPO has identified five key "Congestion Management Strategies," listed in the Draft LRTP as: (1) eliminate person trips or reduce VMT; (2) shift trips from auto to other modes; (3) shift trips from SOV to HOV; (4) improve roadway operations; and (5) add capacity (to roadways and interchanges). These strategies are to be applied in a "top-down" manner, with added roadway capacity considered only after the other four strategies. Among the specific actions suggested within the first two of these strategies are encouraging transit-oriented development, promoting bicycle and pedestrian facilities, and expanding transit services.

Yet the Draft LRTP fails to follow this sound approach, largely ignoring the primary congestion management strategies to direct funding predominately to expanding roadway capacity. This is a costly, often ineffective approach to relieving congestion.

Increasing Accessibility
Another key transportation concern noted in the Draft LRTP is accessibility for the region's non-driving population. According to the draft, over 47,000 persons and 6.2% of households in the region do not have access to an automobile, and thus rely on public transportation or non-vehicle alternatives for their daily travel needs. As the draft notes, this non-driving population includes younger residents who forego automobiles by choice, low-income residents who cannot afford an automobile, and a growing population of elderly residents (projected to comprise 19% of the regional population by 2030).

The Draft LRTP outlines a number of difficulties facing the non-driving population in the region, including limited transit coverage, infrequent transit service, gaps in pedestrian and bicycle networks (sidewalks, bike lanes, etc.), and low-density development (making many destinations prohibitively far for non-vehicle options, or requiring multiple stops for public transit users). The draft cites a recent Brookings Institution study, entitled Missed Opportunity: Transit and Jobs in Metropolitan America, that ranks Hampton Roads 78th out of 100 metropolitan areas regarding public transit coverage and access to jobs. While the region ranked 42nd out of 100 in terms of transit service coverage, it ranked 69th in service frequency (average 16.6 minute median wait time for a rush hour transit vehicle), and 96th out of 100 in terms of public transit access to jobs (just 15.4% of regional jobs accessible by transit in ninety minutes, compared to a national metropolitan average of 30%).
Yet once again, the problem identified in the Draft LR TP is not matched by a commitment to address the problem. Focusing new project funding on expanded roadway capacity will make many of these problems worse by failing to provide needed alternatives and by perpetuating low-density development patterns. Significant funding should be directed toward projects that enhance public transportation service and close bicycle and pedestrian infrastructure gaps that inhibit non-vehicle travel.

Addressing Environmental Problems and Enhancing Livability
The Draft LR TP also notes a number of environmental concerns related to the proliferation of roads in the region. Water quality is degraded through increased storm water runoff. Air quality is degraded through increased motor vehicle emissions. Further, the draft notes the key link between transportation infrastructure and land development in the region, and the potential impacts this can have on environmentally sensitive lands. Moreover, greenhouse gas emissions in the region need to be reduced, particularly since Hampton Roads is already experiencing sea level rise and is one of the most vulnerable areas in the country to flooding from sea level rise.

The stated approach in the draft to promote the goals of environmental protection and improving quality of life in the region is in large part to "reduce vehicle miles traveled" and to promote "alternative modes of transportation." In addition, the draft acknowledges the "Livability Principles" articulated by the Partnership for Sustainable Communities, which identifies diverse transportation options, transit-oriented development, and walkable neighborhoods as key components of a healthy, vibrant community. The discussion of these principles provides valuable guidance to local jurisdictions in the region.

However, directing funding in the Draft LR TP predominately toward road expansion projects is antithetical to many of these goals and principles, will result in further environmental degradation, and will represent a significant missed opportunity to improve quality of life in the region.

Particular Projects
In addition to over-emphasizing road construction, the Draft LRTP contains too many costly and destructive road proposals. A prime example is the proposed new Route 460. This project would be a four-lane highway extending approximately fifty-five miles between Route 58 in the City of Suffolk and I-295 in Prince George County, running parallel and just south of the existing U.S. Route 460. It is an unnecessary, costly, and destructive project. As VDOT's own studies show, the existing Route 460 is relatively uncongested and building the proposed new highway offers little benefit to traffic flows. If constructed, the Route 460 project will not improve the livability, economic competitiveness, or sustainability of the region. The project will harm communities and farms, and the environmental damage it would cause includes destruction of forests and wetlands, habitat loss, pollution of local water bodies, and increased emissions of greenhouse gases and other air pollutants. It is contrary to the vision of the Draft LRTP, and it should not be included in the plan.

Conclusion
Again, we applaud the considerable discussion in the Draft 2034 LR TP of the importance of accessibility and multimodal transportation options in addressing the most pressing transportation and quality of life issues in Hampton Roads. The projects selected for funding in this draft plan fall far short of addressing these issues. We support HRTPO's continuing consideration of these issues, and urge you to revise the project list in finalizing the 2034 LRTP to align more closely with the plan's vision of "a safe, efficient, sustainable, and balanced multimodal transportation system for all users."

We appreciate your consideration of these comments.
HRTPO Staff Response:

Thank you for your comments. As it pertains to your comments:

- Per the development of the HRTPO Project Prioritization tool, project evaluation criteria were developed with emphasis on mirroring the goals set forth by SAFETEA-LU, VTRANS 2035, and the 2034 LRTP Vision and Goals. The tool was developed to be an objective tool to assist decision-makers in selecting transportation investments for the 2034 LRTP.

  Candidate projects considered for the 2034 LRTP were developed as per recommendations by the locality stakeholders, as well as public input.

  To bring awareness upon the issues of transit and non-motorized transportation, there are various efforts that are recently completed, or are underway to garner a better understanding on those modes and their challenges. In March 2011, the HRTPO approved the Hampton Roads Regional Transit Vision Plan, a vision on how public transportation can efficiently look like in Hampton Roads. Though considered as part of the 2034 LRTP development process, the Regional Transit Vision Plan will be a crucial resource in scoping out public transportation investments for the next LRTP. The knowledge base from the Regional Transit Vision Plan will mature over the course of the 2040 LRTP development process. Additionally, the HRTPO is in the process of developing a Regional Bicycle and Pedestrian Plan. The process will involve three main components (researching best practices, inventory of existing infrastructure, and prioritizing/developing non-motorized transportation investment recommendations). The research component is scheduled for completion by the end of FY 2012, with subsequent components scheduled sequentially thereafter. Based on the work of this Regional Bicycle and Pedestrian Plan, the HRTPO will have developed a knowledge base during the 2040 LRTP development process to be better informed on integrating prudent and efficient non-motorized transportation investments into the regional transportation network.

- Per the recently developed Regional Land Use Map for Hampton Roads, the Hampton Roads Regional Transit Vision Plan, and the upcoming Hampton Roads Regional Bicycle and Pedestrian Plan (under development), the HRTPO will be in an informed position to soundly implement the congestion management strategies that emphasizes increased modal share in transit and non-motorized travel, as well as transit and non-motorized oriented development.

- The HRTPO recognizes the Livability Principles as articulated by the Partnership for Sustainable Communities. In order to holistically address sustainability issues in the region, the HRTPO will need to explore and evaluate the principles. Establishing a local context to the Livability Principles within the 2040 LRTP development process, the HRTPO would then be able to soundly invest in transportation that improves the quality of the environment and the way of life for Hampton Roads residents.

- Pertaining to the US Route 460 Project, per the HRTPO Board’s action in June 2011, the US 460 project is included in the 2034 LRTP for construction. Modifications to the list of projects would be via the 2034 LRTP amendment process.
2034 LRTP Public Comment: VDOT

RE: 2034 LRTP Draft Document

Name: Eric Stringfield, VDOT
Date: December 8, 2011
Subject: 2034 LRTP VDOT Comments

Public Comment Input (via Email)

The Hampton Roads District Planning and Land Development Office has completed a review of the Hampton Roads Draft 2034 Long Range Transportation Plan dated January 2012. The focus of this review is to identify any major state transportation and planning issues that should be included or further explored in the document. As such, the comments identified below are preliminary in nature and provided for your review or revision as deemed appropriate.

Sections 1: Overview
1. Page 9: The plan states that the number of vehicle miles traveled (VMT) has increased at three times the rate of lane miles since 2000 but the actual VMT numbers are not provided or referenced in the appendices.

HRTPO staff response:
- VMT numbers are reported under Roadway Usage, page 12.

2. Page 12-13: The plan cites information from non-official sources stating that Hampton Roads congestion is among the worst in the country and the 5th most congested in the nation. Although we cannot comment on the accuracy of this information, you may want to reference congestion studies from more official sources from the Federal Highway Administration and the US Department of Transportation.

HRTPO staff response:
- Inrix is a reputable source (data is used by a number of agencies, including various state DOTs and the Texas Transportation Institute for their Urban Mobility Report). Added additional reference to Inrix (regarding “5th most congested” statistic).

3. Page 13: Please consider adding I-64 in Norfolk and I-564 Naval Base to the list of congested roadways, they appear as severe/moderately congested roadways on Map 2.4.

HRTPO staff response:
- Added roadways to list
4. Page 20: Please note that WATA also serves Surry County (not in the TPO area) via the Jamestown-Scotland Ferry and parts of Newport News. For more information on routes and service area please visit their website at www.williamsburgtransport.com

**HRTPO staff response:**
- Incorporated text to reflect WATA service to Surry County

5. Page 20-21: Please be sure that all of the facilities identified on Map 2.6 have been formally recognized by state and local administrators. You may also need to provide an explanation for why there are more bicycle facilities on the Peninsula than on the Southside, is there incomplete data?

**HRTPO staff response:**
- Existing Bicycle Facilities in Hampton Roads map was originally published in the 2030 LRTP, which was approved by localities; data for map was also provided by localities.

**Sections 2: Shapes and Patterns**

6. Page 26: Please clarify or reword the last sentence in the second paragraph. Wouldn't you anticipate more employment on the Southside since the population density is higher?

**HRTPO staff response:**
- Removed text

**Sections 3: Framing the LRTP**

7. Page 38: Please clarify which public input methods were actually used in the process and explain how you incorporated locally adopted comprehensive plans and other citizen based documents into the plan.

**HRTPO staff response:**
- All methods listed were used in the development of the 2034 LRTP. Added, “…the following strategies were available and utilized for engaging the public…”

**Sections 4: Transportation Challenges**

8. Page 75: The plan cites another unofficial source stating that nearly 23% of all major roadways in Hampton Roads have pavement in poor condition? You may also want to reference VDOT's State of the Pavement 2010 Report available online at VDOT's Info center.

**HRTPO staff response:**
- TRIP data used for pavement condition as it is the best available regional pavement data (VDOT's State of Pavement 2010 report only has data on VDOT-maintained roads and therefore, does not contain comprehensive data for city-maintained roads).
9. Page 76: Please note that the Jordan Bridge is currently under construction and slated for reopening in 2012. Please see the following website for more information. http://www.southnorfolkjordanbridge.com/

HRTPPO staff response:
• Added footnote: The Jordan Bridge is currently under construction and slated for reopening in 2012.

10. Page 80: Please consider moving Hurricanes and Tropical Storms to the top of the list of critical hazards in Hampton Roads. VDOT's Emergency Evacuation Guide is based on the devastation imposed by Hurricanes and Tropical Storms. Please consult with the Virginia Department of Emergency Management on critical hazards in the region.

HRTPPO staff response:
• Incorporated change

11. Page 81: Please see the attached revisions regarding the "Carmageddon" incident.

HRTPPO staff response:
• Incorporated necessary changes

Section 5: Transportation Strategies
12. Page 106: Please include the recently adopted Virginia State Bicycle Policy Plan as one of the statewide strategies to promote bicycle and pedestrian facilities. Please also note that all VDOT projects begin with the assumption that a Bike-Ped accommodation will be provided unless the project falls within six categorical exclusions:

   1. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
   2. Environmental or social impacts outweigh the need for these accommodations.
   3. Safety would be compromised
   4. Total cost of bicycle and pedestrian accommodations to the appropriate fund (i.e. Interstate, primary, secondary or urban system) would be excessively disproportionate to the need for the facility.
   5. Purpose and scope of the specific project do not facilitate the provision of such accommodations (e.g. projects for the Rural Rustic Road Program are defined as paving unpaved (gravel) roads, which are considered to be a bicycle accommodation).
   6. Bicycle and pedestrian travel is prohibited by state or federal law.

HRTPPO staff response:
• Added reference to recently adopted Virginia State Bicycle Policy Plan
• Added reference to Bike/Ped facilities being included unless one of six categorical exclusions met (listed exclusions)
13. Page 117: All VDOT pictures should feature staff and contractors in proper safety attire (helmet and vest), therefore we request that the "incident management truck" picture on this page be replaced.

HRTPO staff response:
- Replaced picture

14. Page 136: Please see the attached comments regarding the "Public Private Partnerships" and the Midtown Tunnel Project.

HRTPO staff response:
- Incorporated necessary changes

Section 6: The Regional Transportation Plan
15. Page 157: The list of Regionally Funded Construction Projects in the 2034 LRTP is organized by "Rank in the Roadway System" in Table 18.2. However some ranking projects seem to be missing. If these projects are listed in the appendices please provide a reference.

HRTPO staff response:
- The tables in this chapter contain only the projects that were approved by the HRTPO Board for the fiscally-constrained 2034 LRTP. Projects are ranked in system based on a request by the HRTPO Board. Candidate projects are listed in the appendix.

16. The following Committed and Regionally Funded Construction Projects are not identified for funding in the Six Year Improvement Plan (FY13-18) nor are any of the locally funded projects:
   - Huntington Avenue Bridge Replacement (39th St to 41st St.) (Newport News)
   - Route 17 (George Washington Hwy) Dare Rd. to Denbigh Blvd. (York County)

HRTPO staff response:
- All projects in the fiscally-constrained LRTP do not have to be included in the SYIP.

17. Page 180 (Map 19.14): This map does not include HRT Route 64 which serves the Isle of Wight and Smithfield. You may also want to reconsider the routes in Suffolk since HRT service will cease in 2012. Please consult the new transit provider, Virginia Regional Transit at www.vatransit.org, for more information on Suffolk routes.

HRTPO staff response:
- Added footnote to map regarding Suffolk routes.
- Updated map to include HRT Route 64
Other Minor Considerations

• Please provide page numbers in the Table of Contents.
• Please consider lining up the document pages with the PDF pages.
• Page 31: Please consider removing all commercial logos and websites from the stock photographs throughout the document (or consider not using stock photos).
• Page 41: Adjust spacing of the second to last paragraph.
• Page 43 (Last paragraph): There are two periods at the end of the first sentence.
• Page 51: Figure 6.1 is difficult to read.
• Page 67: Adjust spacing of first paragraph (btw. "United States" and "Newport News")
• Page 86: Remove the "and." at the end of the second to last sentence in the 4th paragraph.
• Page 106: Please consider not using hypertext links since they are subject to change.
• Page 117: (Last Paragraph) Please provide the page number for the highlighted reference.
• Page 168: Please erase the duplicate sentence at the bottom of the last paragraph.
• Page 200: Please include VDEM (Virginia Department of Emergency Management) and definitions for MMBT, JRBT, CBBT.

HRTPO staff response:
• Incorporated above edits as necessary

Technical Appendices/2034 Transportation Project Priorities

• Please adjust the footer and page number at the bottom of each page.
• Page 7: Please review the attached comments regarding the Downtown Tunnel/ Midtown Tunnel/MLK Extension project.
• Page 14: The estimated cost for Dominion Boulevard (UPC 56187) is $406.7 million.
• Page 17: Preliminary engineering for Portsmouth Boulevard (UPC 18591) is currently underway, right-of-way acquisition has not slatted.
• Page 26: Preliminary engineering for Atkinson Boulevard (UPC 4483) was completed in February 2010.
• Page 41: Right-of-way acquisition for Turnpike Road (UPC 65655) has not started.
• Page 59: The estimated cost for Phase I of Indian River Road (UPC 15829) is $88.9 million.
• Page 77: The estimated cost for George Washington Memorial Highway (UPC 60843) is $60.4 million.

HRTPO staff response:
• Incorporated above edits as necessary

Again, the comments identified below are preliminary in nature and provided for your review or revision as deemed appropriate.
DRAFT 2034 LONG RANGE TRANSPORTATION PLAN

Revision To Page 81: “CARMAGEDDON: A traffic nightmare in Hampton Roads, July 2, 2009”

VDOT Public Affairs, Hampton Roads District

On the evening of July 1, 2009, severe thunderstorms inundated the region causing power outages and down power lines. At several of the region’s critical water crossings, including the James River Bridge (JRB), Hampton Roads Bridge-Tunnel (HRBT) and the Monitor Merrimac Memorial Bridge-Tunnel (MMMBT), main power sources were lost and systems operated on alternate power. Crews worked to restore power and bring the facilities back to normal operations.

At 6 a.m. on July 2, 2009, crew members at the HRBT noticed water in the west bound roadway and discovered that an eight-inch fire main that ran below the roadway surface had burst. This rupture caused approximately 2 million gallons of water to flow into the duct below the roadway. Consequently, the westbound tunnel was shut down so crews could remedy the issue with the water main and pump out the water.

Normally, when one water crossing shuts down, travelers simply detour to another water crossing. However, over a 12-hour period on a holiday weekend, several incidents around our region’s water crossings led to a traffic nightmare for residents and visitors alike. This event was referred to by local newspapers as “Carmageddon.” During the west bound closure of the HRBT, VDOT officials rerouted traffic to the MMMBT, but motorists were met with other unfortunate circumstances. For instance, there were three Berkeley Bridge openings, an accident on the High Rise Bridge, and a three-car accident in the northbound tunnel of the MMMBT, which closed the tunnel for almost an hour. To further complicate matters, movement between the two Elizabeth River tunnels was slowed by the closing of Waterside Drive in the City of Norfolk for the opening of Harbor Fest.

A system failure of this nature, although rare, exposes the region’s vulnerabilities and limited mobility options. In order to properly address potential evacuation scenarios, disaster response mitigation will need to take into account the region’s unique geographical challenges in developing a more reliable, safe, and efficient regional transportation system.

Brooke Grow
VDOT Public Affairs
Hampton Roads District
Office: 757-925-1515
Mobile: 757-376-7394
Fax:757-925-1558
www.VirginiaDOT.org
Public-Private Partnerships

Public-Private Partnerships (P3s) are a method of engaging the private sector in the construction and implementation of transportation investments. The Federal Highway Administration (FHWA) defines a P3 as a contractual agreement between a public agency and a private sector entity that allows for greater private sector participation in the delivery and financing of transportation projects. By involving the private sector into the development of transportation improvements, this partnership can bring creativity, efficiency, and funding to address challenging problems facing state and local governments. FHWA identifies several key benefits of using P3s to deliver transportation projects:

- Expedited completion compared to conventional project delivery methods
- Project cost savings
- Improved quality and system performance from the use of innovative materials and management techniques
- Substitution of private resources and personnel for constrained public resources
- Access to new sources of private capital

In the Commonwealth of Virginia, the Public-Private Transportation Act (PPTA) of 1995, as amended, is the legislative framework authorizing private entities to enter into agreements with state, local governments, and other public entities to construct, improve, maintain, and operate transportation facilities. One such P3 project in Hampton Roads is the Downtown Tunnel/Midtown Tunnel/Martin Luther King Extension. Virginia is in the late stages of reaching an agreement with a consortium of private companies to build a parallel Midtown Tunnel, extend the Martin Luther King Freeway, and improve the Downtown Tunnels—thereby improving two of the region’s worst traffic bottlenecks. Recognizing the benefits of a P3, Governor Bob McDonnell has stated, “The innovative public-private agreement will advance this project years before the Commonwealth could afford to complete the work on its own.”

Figure 14.3: Downtown Tunnel/Midtown Tunnel MLK Extension Transportation Package

TRANSPORTATION PACKAGE
The state is completing a deal on a $1.5 billion project to be finished in 2017. Construction could start early next year.

Midtown Tunnel
Parallel tunnel
proposed

Downtown Tunnel
Upgrades planned

Martin Luther King
Freeway
Proposed extension,
link to I-264

Source: Virginia Department of Transportation

THE VIRGINIAN-PILOT

FINANCIAL STRATEGIES
Downtown Tunnel / Midtown Tunnel / MLK Extension

Project Description

SYSTEM: Primary (Bridges and Tunnels)
FROM: Hampton Boulevard
TO: I-264
DESCRIPTION OF WORK:
- Build new 2-lane tunnel, upgrade existing 2-lane tunnel
- Extend existing MLK Freeway from existing termini to I-264
- Safety improvements at the Downtown Tunnels

Summary of Project

- The Downtown Tunnel/Midtown Tunnel/MLK Extension project is currently undergoing PPTA negotiations. NEPA process is complete and ROD rendered. Project is currently focusing on financial close.
- Project reduces significant recurring congestion, and serves the region with expanded capacity across the Elizabeth River.
- Project greatly improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Project Status

NEPA Status
Record of Decision Rendered

Funding Status
Regional Funding Identified / PPTA Agreement Pending

Preliminary Engineering Status
Not Started

Right of Way Status
Not Started

Construction Status
Not Started

Cost Source: Virginia Department of Transportation PPTA Proposal

Hampton Roads Transportation Planning Organization / Transportation Project Priorities Page 7
To Whom It May Concern:

The Virginia Chapter of the Sierra Club appreciates this opportunity to comment on the Draft 2034 Hampton Roads Long-Range Transportation Plan (LRPT). Our comments will be very brief.

We very much appreciate the effort that went into developing the plan, including efforts at public outreach.

We are concerned, however, that there appears to be relatively little in the plan in the way of transit studies and projects. We suggest that if they are not included already that the elements of the Hampton Roads Transit Vision be included for eventual construction over the timeframe of the LRTP. We also recommend that the Patriots Crossing facility continue to move forward on an expedited basis with inclusion of multimodal components, including the provisions for its eventual use in a light rail crossing connecting Newport News and Norfolk. Such a facility would add much to the connectivity of the Hampton Roads region. We are concerned, however, that the comprehensive agreement just reached between the Virginia Department of Transportation (VDOT) and the private partner, Elizabeth River Crossings (ERC) may hinder or preclude construction of the Patriots Crossing as a competitive route. We hope that is not the case or that VDOT is prepared to pay any compensation required to ERC.

We also remain opposed to construction of the Route 460 Corridor Improvements Project as unneeded, wasteful of scarce resources and destructive of the environment. We urge that this project be dropped from the LRPT and that funding envisioned for it be reallocated to the Patriots Crossing with a multimodal, light rail or passenger rail component.

Thank you,

--

David Dickson
Program Manager
Sierra Club, Virginia Chapter
HRTP Staff Response:

Thank you for your comments. As it pertains to your comments:

- To bring awareness upon the issues of transit and non-motorized transportation, there are various efforts that are recently completed, or are underway to garner a better understanding on those modes and their challenges. In March 2011, the HRTP approved the Hampton Roads Regional Transit Vision Plan, a vision on how public transportation can efficiently look like in Hampton Roads. Though considered as part of the 2034 LRTP development process, the Regional Transit Vision Plan will be a crucial resource in scoping out public transportation investments for the next LRTP. The knowledge base from the Regional Transit Vision Plan will mature over the course of the 2040 LRTP development process. Additionally, the HRTP is in the process of developing a Regional Bicycle and Pedestrian Plan. The process will involve three main components (researching best practices, inventory of existing infrastructure, and prioritizing/developing non-motorized transportation investment recommendations). The research component is scheduled for completion by the end of FY 2012, with subsequent components scheduled sequentially thereafter. Based on the work of this Regional Bicycle and Pedestrian Plan, the HRTP will have developed a knowledge base during the 2040 LRTP development process to be better informed on integrating prudent and efficient non-motorized transportation investments into the regional transportation network.

- Pertaining to the Patriots Crossing, the project is currently under study, and duly noted in the 2034 LRTP. The study will look to:
  - Reevaluate the Hampton Roads Crossing Study (HRCS) in accordance with federal regulation
  - Secure approvals to advance the pieces of the HRCS described now as the Patriots’ Crossing
  - The Federal Highway Administration (FHWA) requires that VDOT prepare an Environmental Assessment (EA) as the reevaluation document.
  - Complete the study within 15 months of initiation (started in Spring 2011)

- Pertaining to the US Route 460 Project, per the HRTP Board’s action in June 2011, the US 460 project is included in the 2034 LRTP for construction. Modifications to the list of projects would be via the 2034 LRTP amendment process.
To whom it may concern at the HRTPO,

It is apparent after reviewing the 2034 traffic planning study that significant time has been taken by Staff to create this impressive document. Although it is important to note, Gloucester County has not been carefully reviewed with respect to transportation problems and/or solutions. It is imperative that we, the citizens of this County, are represented in this plan. With an extensive list of planned projects included throughout the region, there is not one project in the next 25 years planned in our County. This is extremely troubling and unfounded.

Many studies have been completed which analyze the needs of an Upper River Crossing of the York River in Gloucester County and ultimately connecting a roadway from Route 17 to Interstate 64 via York and James City Counties. This project, per previous VDOT studies, is an imperative solution to prevent pure gridlock in our local roadway network. I feel compelled to ask a few questions:

1. How come an Upriver Crossing is not a defined project in the HRTPO plan of improvements when it has been proven that we will have gridlock on the Route 17 corridor in 2014? I find the lack of regional planning with respect to this subject hard to believe when various studies have been completed, starting in 1984, that recognized this connection as a solution to a major transportation problem. Why hasn’t it been included? It was part of the 1991 Gloucester County Comprehensive Plan.

2. Why doesn’t Gloucester have any improvements listed in this plan? Even if we could 6-lane Route 17 from the Coleman Bridge to Gloucester Courthouse, and find the money to pay for it, we would face a Level Service of F in 2033 once it has been improved to 6 lanes.

3. This improvement could not only solve a major transportation problem but also provide solutions to increase tourism to our County, provide utility system redundancy to an ailing enterprise operating in the red at this point in time, increase the economic development potential of our County, provide an opportunity to allow our community to have a self-sustaining tax base, the Upper River Crossing would also provide an important emergency evacuation route in the event of a major natural disaster in Southern Virginia or Northern North Carolina and most importantly, dramatically improve the quality of life of hundreds of thousands of people within the Middle Peninsula Region. This improvement would help our children, their children and many future generations beyond that. I believe, as a citizen, an engineer and a land developer, this is what we should be planning for….

This improvement is of paramount importance to ensure we don’t end up with the same problems that Tidewater currently has and the same problems Gloucester County faced in the 1980s.

Please look further, in your capacity as planners, to ensure the Middle Peninsula can grow at a healthy rate and is not forgotten. There are many major transportation problems in the lower extremities of Southeastern Virginia. I hope that an Upper Crossing of the York River is realized as a potential avenue...
to solve a major future transportation problem. Additionally, there is a potential opportunity to create a significant transportation corridor, with regional significance, which solves many more problems than it would create. Thank you for the opportunity.

Charles B. Records, P.E.

**HRTPO Staff Response:**

Thank you for your comments. As it pertains to your comments:

- Gloucester County had projects that were considered within the HRTPO Prioritization Process. Those projects included two road widening projects to six lanes on US Route 17 (one project was a widening from Farmwood Road in Gloucester Point to Main Street in Gloucester Courthouse; the other project is from Main Street in Gloucester Courthouse to Ark Road). The two aforementioned projects were evaluated by the Prioritization tool and scored 102 and 75 respectively (11th and 13th ranked within the candidate projects in the Primary Highway System; 41st and 78th among all highway candidate projects). Due to limited fiscal resources in the next 20+ years, the Gloucester projects did not advance as transportation investments in the 2034 LRTP.

- The York River Second Crossing was a project that was submitted by the public during a call for candidate transportation projects in Summer 2009. Per guidance by the Long-Range Transportation Plan subcommittee, the project was recommended not to continue further. The project was noted in the 1991 Gloucester Comprehensive Plan, but was dropped as a future investment in the subsequent plan. A Demand Analysis with Gloucester, York and VDOT as collaborative stakeholders, studied the project in depth 10 years ago, but deemed the project unfeasible, due to various factors. Another study predated the Demand Analysis, which determined whether the Second Crossing or widening the Coleman Bridge was feasible (which the latter was selected, with the focus of widening the US 17 Route).
HRTP Comment

Name: Dr. Don W. Cherry
Date: December 5, 2011
Subject: Pull over lanes Ft. Eustis to Patrick Henry

Comment:

Would like to enter this area to have something done as citizen input and also as a new member of the HRTPO James City County citizen representative to the [Citizens Transportation Advisory] Committee.

This is probably the greatest bottle neck for traffic on the Peninsula and could be alleviated with minimal amount of VDOT maintenance dollars spent on upgrading the pull over lane to automobile only traffic during traffic peak congestion hours.

This is a can do project, as many conversions have been done in Northern Virginia.

Dr. D. W. Cherery
JCC Representative

HRTPO Staff Response:

Thank you for your comments. The HRTPO values operational improvements to the transportation network that yield greater traffic flow efficiencies while maximizing the use of transportation dollars. Considering the nature of your comment, the Virginia Department of Transportation would be better equipped to answer your inquiry, as the nature of the comment pertains to road design/layout issues that are beyond the purview of the HRTPO. To pose your inquiry, you can contact the Hampton Roads District Office of VDOT at: hamptonroadsinfo@VDOT.Virginia.gov.
HRTPO Comment

Name: Graham N. Sword
Date: December 9, 2011
Subject: 2034 LRTP

Comment:

Consider a few morning and afternoon express bus routes from the park-and-ride lots at Indian River Road/I-64 & at Holland Road/Independence to the Norfolk Naval shipyard gates 15, 10 and even onto Portsmouth Naval Hospital. NNSY has (2) work schedules : 6:20 - 2:50 & 7:20 - 3:30.

The express bus service to NOB works great! I have used it a few times when I am required to go to NOB for a week or two.

Graham N. Sword

HRTPO Staff Response:

Thank you for your comments. The HRTPO values improvements to the regional public transportation system for the mobility and accessibility of all users to economic opportunity and a quality of life. Considering the nature of the comment referring to bus operations and routing, Hampton Roads Transit (HRT) would be in a better position to address your comment. Additionally, HRT released their FY 2012-2017 Transit Development Plan in December 2011. This plan highlights programmed transit service improvements per route within the limits of fiscal constraint.

The HRT FY 2012-2017 Transit Development Plan can be accessed at: 
http://www.gohrt.com/about/development/
LRTP Meeting and Public Notices
HELP DEFINE OUR VISION
A Transit Vision Plan for Hampton Roads

PUBLIC INFORMATION MEETING

The Hampton Roads Metropolitan Planning Organization (MPO) will host a Public Information Meeting on the development of a regional transit vision plan for the Hampton Roads study area. This includes the cities of Hampton, Newport News, Poquoson, Norfolk, Chesapeake, Portsmouth, Suffolk, Virginia Beach, and Williamsburg; and the counties of Isle of Wight, James City, York, and a portion of Gloucester County.

The Hampton Roads regional public transit plan will address local and express bus, bus rapid transit, street car/trolley, light rail, commuter rail, and ridesharing. The plan will also look at development patterns in areas where expanded public transit may be recommended.

Thursday, October 16, 2008
4:30 – 7:30 PM
Slide Presentation at 5:00 PM
and repeated at 6:00 PM

Hampton Roads Metropolitan Planning Organization
The Regional Building
723 Woodlake Drive
Chesapeake, VA 23320

► Review exhibits
► Participate in a Question/Answer session
► Speak to study team members
► Submit your comments

Can’t join us at the Public Information Meeting in Chesapeake?
Participate via our live interactive video feed in Hampton! Watch the presentation with us, hear questions from Chesapeake, and ask yours!

Hampton Roads Transit Headquarters
3400 Victoria Boulevard
Hampton, VA 23661

The HRMPO will strive to provide reasonable accommodations and services for persons who require special assistance to participate in this public involvement opportunity. Contact the HRMPO at (757) 420-8300 for more information. Hearing impaired may call the Virginia Relay Center at 711. For further information, visit the Hampton Roads Transit Plan Web site at www.hamptonroadstransitplan.com.
CLIMB ABOARD!

PUBLIC INFORMATION MEETINGS

The Hampton Roads Metropolitan Planning Organization (MPO) will host Public Information Meetings to receive comments on the draft Transit Vision Plan for Hampton Roads. The study area includes the cities of Hampton, Newport News, Poquoson, Norfolk, Chesapeake, Portsmouth, Suffolk, Virginia Beach, and Williamsburg; and the counties of Isle of Wight, James City, York, and a portion of Gloucester County.

The draft Transit Vision Plan addresses local and express bus, bus rapid transit, light rail, commuter rail, and ridesharing. The draft plan is available for review thru March 13, 2009 at www.hamptonroadstransitplan.com and at the Regional Building, 723 Woodlake Dr., Chesapeake (bus route 15).

Tuesday, February 24, 2009
4:00 – 7:00 PM
Slide Presentation at 4:30 PM and repeated at 6:00 PM

The meetings will be identical in format and held at two locations for public convenience.

Hampton Roads Transit
3400 Victoria Blvd.
Hampton, VA 23661
(Bus Route 103)

Hampton Roads Transit
1500 Monticello Ave.
Norfolk, VA 23510
(Bus Routes 1, 3, 961)

► Review Exhibits and Study Recommendations
► Participate in a Question/Answer Session
► Speak to Study Team Members
► Submit your Comments

Submit written comments to:
info@hamptonroadstransitplan.com
or
A Transit Vision Plan for Hampton Roads
3900 Jermantown Rd., Ste. 300
Fairfax, VA 22030

Public comments should be received by 3/13/09.

The HRMPO will strive to provide reasonable accommodations and services for persons who require special assistance to participate in this public involvement opportunity. Contact the HRMPO at (757) 420-8300 for more information. Hearing impaired may call the Virginia Relay Center at 711. For further information, visit the Hampton Roads Transit Plan Web site at www.hamptonroadstransitplan.com.
The Hampton Roads Metropolitan Planning Organization has been developing a regional vision for public transportation and wants your opinion on a draft Transit Vision Plan. The draft Plan addresses local and express bus, bus rapid transit, light rail, commuter rail, and ridesharing. The study area includes the cities of Hampton, Newport News, Poquoson, Norfolk, Chesapeake, Portsmouth, Suffolk, Virginia Beach, and Williamsburg; and the counties of Isle of Wight, James City, York, and a portion of Gloucester County.

The draft Plan is available for review and comment from February 11 through March 13, 2009 at www.hamptonroadstransitplan.com and at the Hampton Roads Planning District Commission, 723 Woodlake Drive, Chesapeake, VA 23320.

Submit written comments to:
info@hamptonroadstransitplan.com
or
A Transit Vision Plan for Hampton Roads
3900 Jermantown Rd., Ste. 300
Fairfax, VA 22030

Public comments should be received by 3/13/09.
The HRTPO Invites You to
2034 Long-Range Transportation Plan
Public Meeting

Date: February 02, 2011
Time: 5-7pm
Location: The Regional Building, 723 Woodlake Drive, Chesapeake, VA 23320

HRTPO will be holding a Public Meeting to present the 2034 Long Range Transportation Plan and Prioritization Summary and to give the public the opportunity to view and comment on the plan. The purpose of this plan, is to guide transportation investments to projects designed to meet the transportation goals of the HRTPO - economic vitality, safety, mobility and environmental protection. Your input is critical to our planning process.

The Regional Building is accessible by public transportation, and is served by HRT's #15 Bus. The bus stop is located 1 block from the HRTPO's office, on the corner of Old Greenbrier Rd. and Woodlake Drive, directly in front of the Red Roof Inn.

The Regional Building is fully accessible to persons with disabilities. If assistive listening devices and or interpreters are needed, or for further assistance, please call Kendall Miller, Public Involvement and Community Outreach Administrator at 757-420-8300, at least 2 business days before the meeting.

Children's activities and refreshments will be provided.

Together we can...

Keep Hampton Roads Moving!
The HRTPO Invites You to Attend:
Transportation Project Prioritization
Public Meeting

Date: Wednesday, February 23, 2011
Time: 5-7pm
Location: City Center, Fountain Plaza II, 700 Town Center Drive, Newport News, VA

HRTPO will be holding a Public Meeting to present the 2034 Long Range Transportation Plan and Prioritization Summary and to give the public the opportunity to view and comment on the plan. The purpose of this plan, is to guide transportation investments to projects designed to meet the transportation goals of the HRTPO - economic vitality, safety, mobility and environmental protection. Your input is critical to our planning process.

The Fountain Plaza II building is accessible by public transportation and is served by HRT's # 112 Bus. The bus stop is located at the corner of Thimble Shoals Blvd. and Fountain Way across from the OneLife Fitness Center. From the bus stop walk two blocks north and make a left at the fountain, 700 Town Center Drive is the third building on the left. All parking garages in the vicinity are free and open to the public.

The meeting facility at 700 Town Center Drive is fully accessible to persons with disabilities. If assistive listening devices and or /interpreters are needed, or for further assistance, please call Kendall Miller, Public Involvement and Community Outreach Administrator at 757-420-8300, at least 2 business days before the meeting.

Children's activities and refreshments will be provided.

Together we can...
Keep Hampton Roads Moving!
The HRTPO Invites You to Attend A 2034 Long-Range Transportation Plan Public Meeting

HRTPO will be holding two Public Meetings to present the 2034 Long Range Transportation Plan and Prioritization Summary and to give the public the opportunity to view and comment on the plan. The purpose of this plan, is to guide transportation investments to projects designed to meet the transportation goals of the HRTPO - economic vitality, safety, mobility and environmental protection. Your input is critical to our planning process.

Your first opportunity will be held on the Southside:

Date: Wednesday, February 02, 2011
Time: 5-7pm
Location: The Regional Building, 723 Woodlake Drive, Chesapeake, VA 23320

The Regional Building is accessible by public transportation, and is served by HRT's #15 Bus. The bus stop is located 1 block from the HRTPO's office, on the corner of Old Greenbrier Rd. and Woodlake Drive, directly in front of the Red Roof Inn.

The second meeting will be held on the Peninsula:

Date: Wednesday, February 23, 2011
Time: 5-7pm
Location: City Center, Fountain Plaza II Conference Room, 700 Town Center Drive, Newport News

The Fountain Plaza II building is accessible by public transportation and is served by HRT's...
# 112 Bus. The bus stop is located at the corner of Thimble Shoals Blvd. and Fountain Way across from the OneLife Fitness Center. From the bus stop walk two blocks north and make a left at the fountain, 700 Town Center Drive is the third building on the left. All parking garages in the vicinity are free and open to the public.

Both meeting facilities are fully accessible to persons with disabilities. If assisted listening devices and or /interpreters are needed, or for further assistance, please call Kendall Miller, Public Involvement and Community Outreach Administrator at 757-420-8300, at least 2 business days before the meeting you wish to attend.

Children's activities and refreshments will be provided at both meetings. 

Together we can...

Keep Hampton Roads Moving!
Public Meeting

2034 Long-Range Transportation Plan (LRTP) Public Meeting

Date: June 23, 2011
Location: Regional Building
723 Woodlake Dr.
Chesapeake, VA 23320

Time: 5pm

Accessibility via HRT Route 15

The HRTPO invites you to join us for a public meeting for the 2034 LRTP. This meeting will provide a brief overview of the process of developing the LRTP, an opportunity to review the Draft 2034 List of Projects for Air Quality Conformity, and cover the final steps in the development and adoption of the 2034 LRTP before opening up for public commentary.

We want to hear from you !!

HRTPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities.
HRTP public meetings are held in ADA and transit-accessible facilities. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please visit the HRTPO website (www.hrtpo.org) or call Kendall Miller, Public Involvement and Community Outreach Administrator at (757) 420-8300.
HRTPO Long-Range Transportation Plan Public Meeting, June 30, 2011

The HRTPO invites you to join us for a public meeting for the 2034 LRTP. This meeting will provide a brief overview of the process of developing the LRTP, an opportunity to review the Draft 2034 List of Projects for Air Quality Conformity, and cover the final steps in the development and adoption of the 2034 LRTP before opening up for public commentary.

We want to hear from you!!

HRTPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. HRTPO public meetings are held in ADA and transit-accessible facilities. Auxiliary services can be provided to individuals who submit
a request at least seven days prior to a meeting. For more information please visit the HRTPO website (www.hrtpo.org) or call Kendall Miller, Public Involvement and Community Outreach Administrator at (757) 420-8300.
Interagency Consultation Group (ICG) Meeting

The Interagency Consultation Group (ICG) meets for the purpose of air quality conformity evaluation of updates or amendments to the Long-Range Transportation Plan (LRTP) and/or the Transportation Improvement Program (TIP). The next meeting of the ICG will be held on:

Wednesday, July 6, 2011
9:30 a.m.

The Regional Boardroom
723 Woodlake Drive
Chesapeake, VA

The primary purpose of this meeting will be to initiate the air quality conformity analysis on the project list for the draft FY 2034 LRTP. For more information on the air quality conformity analysis, contact Chris Voigt, VDOT Environmental Division, at Christopher.voigt@vdot.virginia.gov.

The public participation and notification processes of the HRTPO satisfy the individual public participation policies of HRTPO planning partners in accordance with Federal regulations and guidelines.

The HRTPO will strive to provide reasonable accommodations and services for persons who require special assistance to participate in this public involvement opportunity. Contact Kendall Miller, Public Involvement and Community Outreach Administrator, at (757) 420-8300 for more information.
Public Notice

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION

FINAL HRTPO PROGRAM PRIORITIES METHODOLOGY REPORT

In 2009, the HRTPO Board requested staff to develop a method for prioritizing regional transportation projects. In July 2009, Kimley-Horn and Associates, Inc. were commissioned through its on-call contract with the Virginia Department of Transportation’s (VDOT) Transportation and Mobility Planning Division, to assist the HRTPO with developing a living process and methodology for developing a project prioritization tool to assist the HRTPO Board with determining regional transportation priorities for the Hampton Roads region. This report includes three components: project utility, project viability, and economic vitality. The final report is being made available for public review and comment from June 30, 2010 through July 14, 2010.

You may access the Final HRTPO Program Priorities Methodology Report by clicking on the following link:

Final HRTPO Program Priorities Methodology Report

All interested parties are encouraged to review the Final HRTPO Program Priorities Methodology Report and send comments to Andy Pickard, Principal Transportation Engineer, at apickard@hrpdcva.gov or by mail to 723 Woodlake Drive, Chesapeake, Virginia 23320. The deadline for comments on this draft is July 14, 2010.

The HRTPO will strive to provide reasonable accommodations and services for persons who require special assistance to participate in this public involvement opportunity. Contact the Communications Manager at (757) 420-8300 for more information. Para información en español, llame al (757) 420-8300.
Public Notice

TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

HRTPO 2034 LONG-RANGE TRANSPORTATION PLAN
AND
FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM

The HRTPO 2034 Long-Range Transportation Plan (LRTP) is currently under development. As part of the development process, the list of projects proposed to be included in the LRTP must undergo an air quality conformity analysis to ensure compliance with the Clean Air Act. The HRTPO Board approved the final LRTP project list for the conformity analysis on June 16, 2011 and the conformity analysis work was begun on July 6, 2011. In conjunction with the conformity analysis for the LRTP, the HRTPO FY 2012-2015 Transportation Improvement Program (TIP) was evaluated to ensure its continued compliance.

Due to the Ozone Maintenance Area designation, the HRTPO is required to perform an air quality conformity analysis whenever significant changes are made to the LRTP or TIP. The analysis ensures the emissions produced by future traffic do not exceed levels prescribed by the Environmental Protection Agency. This announcement provides all interested parties an opportunity to review and provide input regarding the air quality conformity analysis for the HRTPO 2034 LRTP Project List and FY 2012-2015 TIP.

You may access the documents by clicking on the following links:


All interested parties are encouraged to review the proposed revisions and send comments to Pavithra Parthasarathi, Principal Transportation Engineer, at pparthasarathi@hrpdcva.gov or by mail to 723 Woodlake Drive, Chesapeake, Virginia 23320. The deadline for comments is September 7, 2011.

The public participation and notification processes of the HRTPO satisfy the individual public participation policies of HRTPO planning partners in accordance with Federal regulations and guidelines.

The HRTPO will strive to provide reasonable accommodations and services for persons who require special assistance to participate in this public involvement opportunity. Contact Kendall Miller, Public Involvement / Community Outreach Administrator at (757) 420-8300 for more information.
Public Notice

Public Comment Period for the HRTPO Draft 2034 Long-Range Transportation Plan

The Hampton Roads Transportation Planning Organization (HRTPO), the metropolitan planning organization (MPO) for the Hampton Roads metropolitan planning area, has completed the DRAFT 2034 Long-Range Transportation Plan (LRTP).

The LRTP serves as the blueprint for the region’s transportation development and identifies all regionally significant transportation projects for the Hampton Roads metropolitan area over a 20-year period. The development of the financially-constrained 2034 LRTP over the last four years has been based on a collaborative process involving many regional stakeholders and the public to identify, prioritize, and seek transportation funding for needed investments. The Draft 2034 LRTP Report documents the effort in framing a vision for the mobility of people and freight in Hampton Roads to the 2034 horizon year.

The purpose of this public comment period is to solicit public review and comments on this draft report. You may access the document by clicking on the following link:

Draft 2034 Long-Range Transportation Plan

All interested parties are encouraged to review and send comments to the HRTPO Staff, at lrtp@hrpdcva.gov or by mail to Ms. Pavithra Parthasarathi, 723 Woodlake Drive, Chesapeake, Virginia 23320.

The HRTPO will strive to provide reasonable accommodations and services for persons who require special assistance to participate in this public involvement opportunity. Contact Ms. Kendall Miller, Public Involvement / Community Outreach Administrator at (757) 420-8300 for more information.