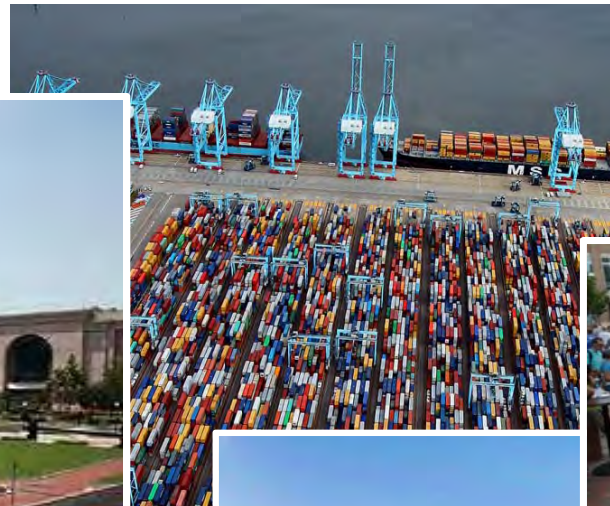
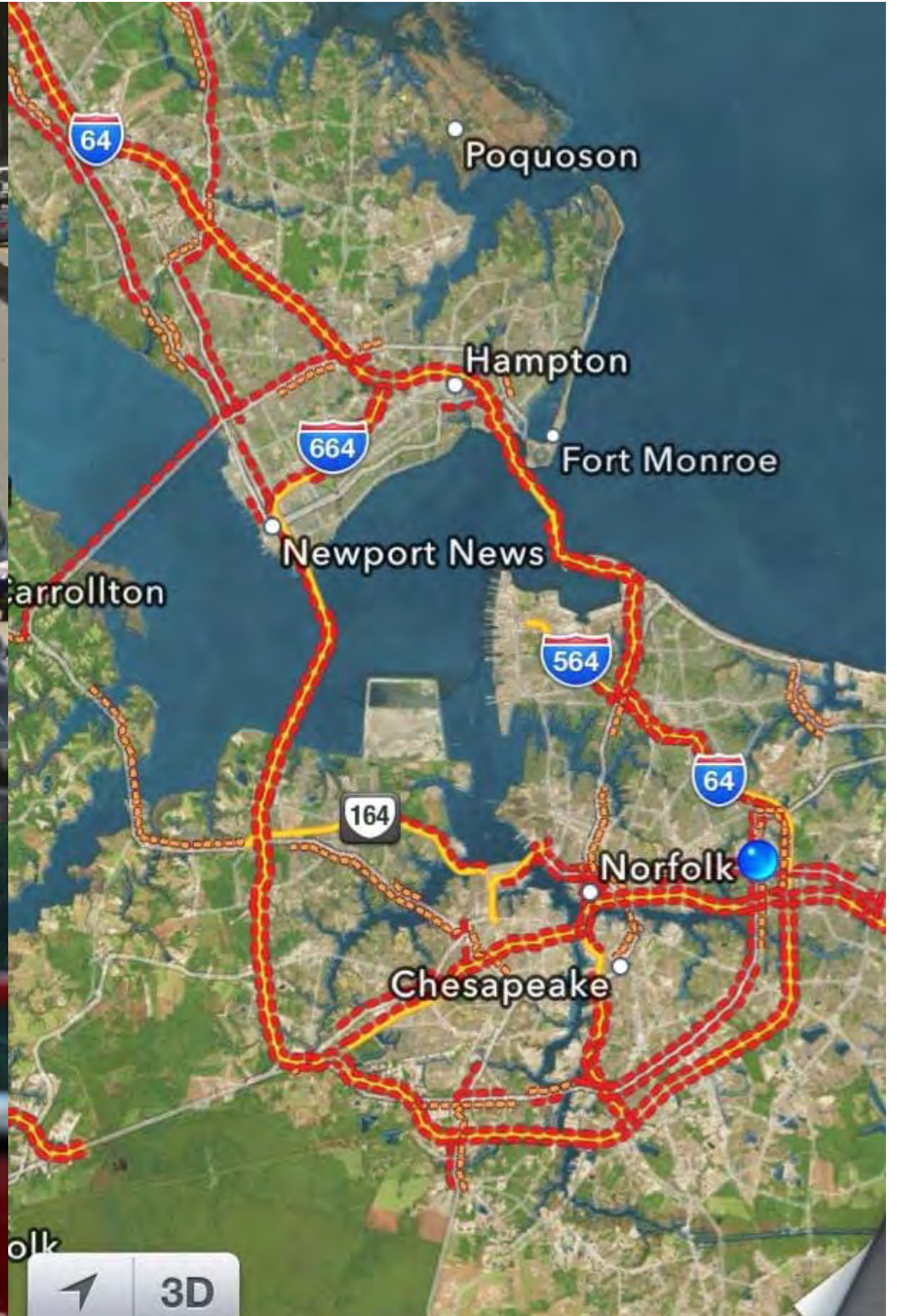


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A region of opportunity.







82% commuters drive alone to work.

More riders on transit (20 million trips regionally in 2012).



Small transit mode share (1-2%).



In 2013, regional economy grew 0.2 %.
Government spending dropped 2 %.



Region ranks in bottom fifth of metro
areas in attracting young, college
educated people.



Projected 80% growth by 2040 in
number of persons age 65 and Better.

Population to reach 2 million by 2040



Presentation Objectives

- Update on Light Rail
- Connect Hampton Roads®

Update on Light Rail



Virginia Beach Light Rail Extension

DEIS Alignment Alternatives

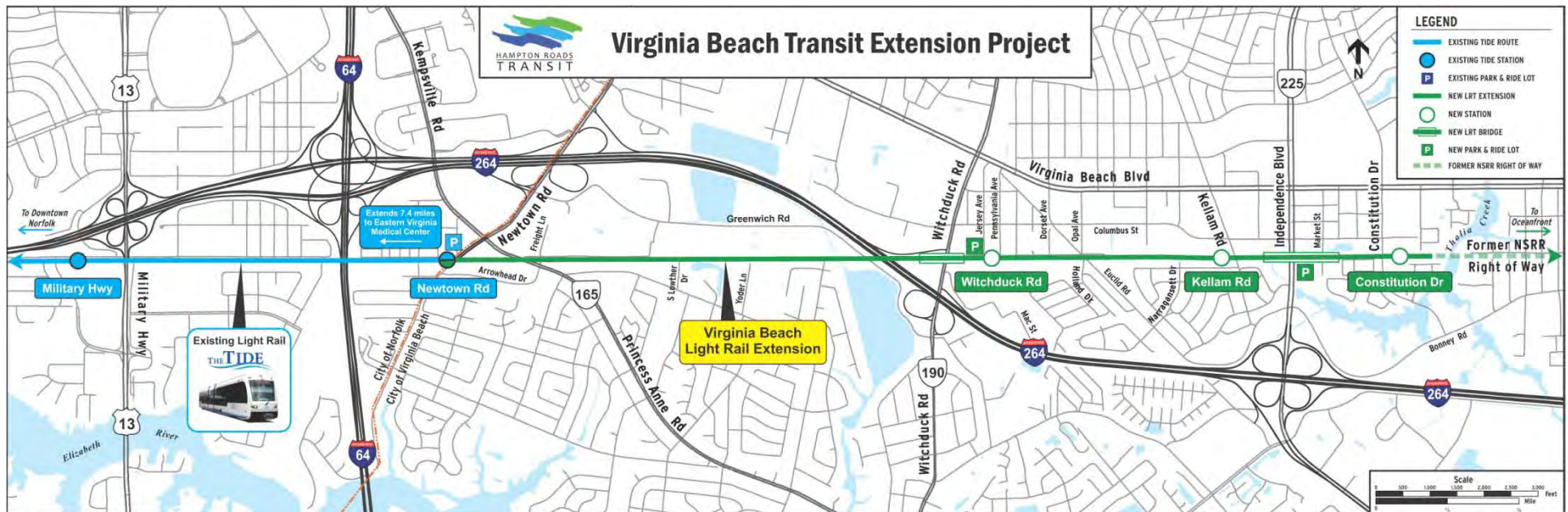


Alignment Alternative	Length (miles)
Alternative 1A :Town Center	3.2
Alternative 1B: Rosemont	4.8
Alternative 2: NSRR	12.2
Alternative 3: Hilltop	13.5

Virginia Beach Light Rail Extension

- DEIS 45 Public Comment Period
 - March 20 through May 5
 - Four Public Hearings held in April 2015
- LPA Selection
 - Town Center Alternative (1A) with LRT
 - Selected by Virginia Beach City Council on May 12, 2015
 - Selected by HRT on May 28, 2015





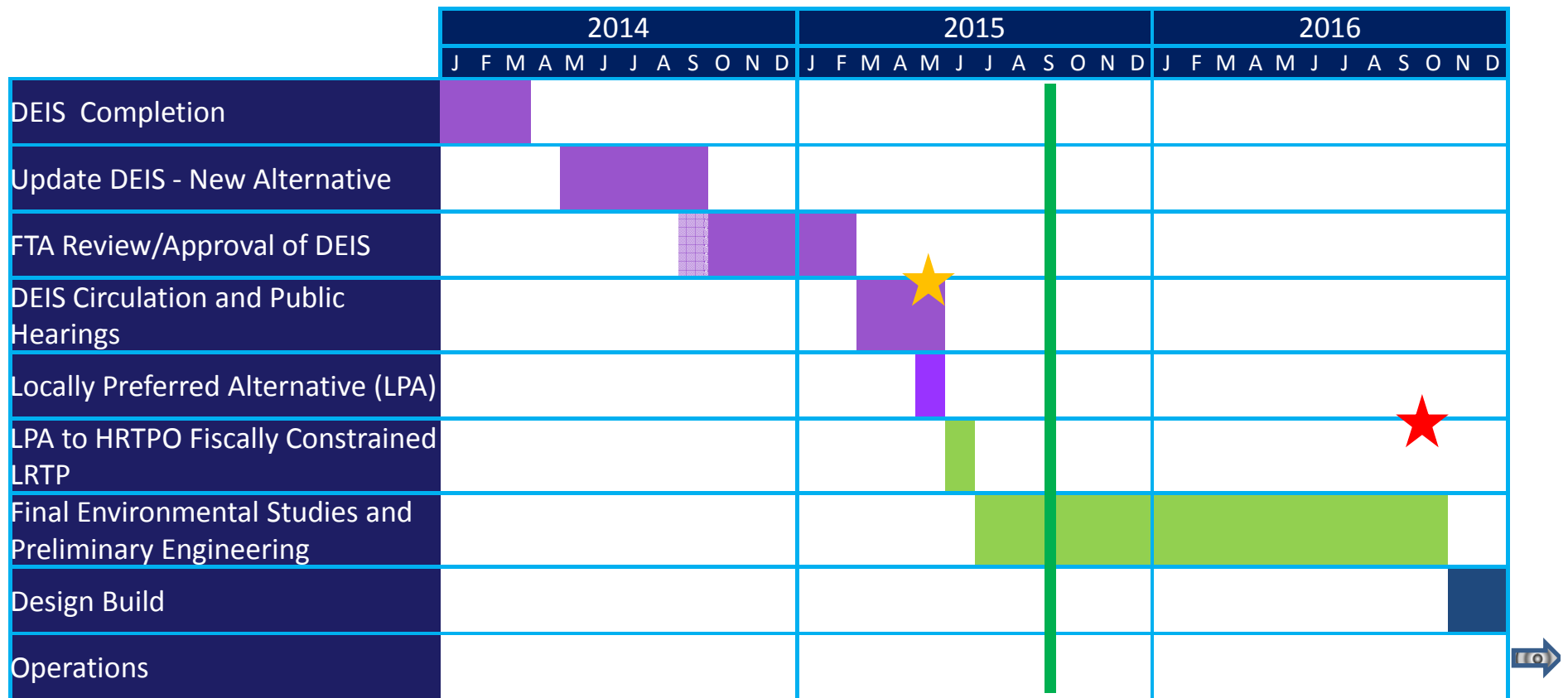
Virginia Beach Light Rail Extension

Next Study Phase

Preliminary Engineering and Environmental Study Phase

- HRT contracted for 30% design and completion of environmental studies
 - Award to HRT Light Rail Partners, a Joint Venture of RK&K and STV
 - \$10.5M Contract funded through RSTP dollars
- Expected 15-month Schedule with July 1 Notice To Proceed
- Decision to build project with only State and Federal funds has led to cessation of NEPA process
 - Only required if federal funding is part of the project
 - May be revisited based on unforeseen conditions during construction
 - Use of funds to-date to advance the project development were necessary for the decision making process that lead to the selection of the Town Center Alternative as the Locally Preferred Alternative

Virginia Beach Light Rail Extension



Virginia Beach Light Rail Extension

Proposed Construction Funding

DRPT, City of VB, and HRT developing MOU regarding project funding and partner roles/expectations

- Full construction of Light Rail LPA funding identified through City and State Funding Sources
- Federal funding removed from construction financing

Rail Vehicle Procurement

- HRT to initiate procurement process for Rail Vehicles in early Fall 2015
 - To be completed with State funding

Virginia Beach Light Rail Extension

Proposed Design-Build

- City of Virginia Beach to manage Design-Build
 - Expected Letter of interest to be released by City in October 2015 to contracting community
 - City Schedule notes D-B RFP may be released as soon as December 2016
- Proposed opening of service by FY 2020 or sooner

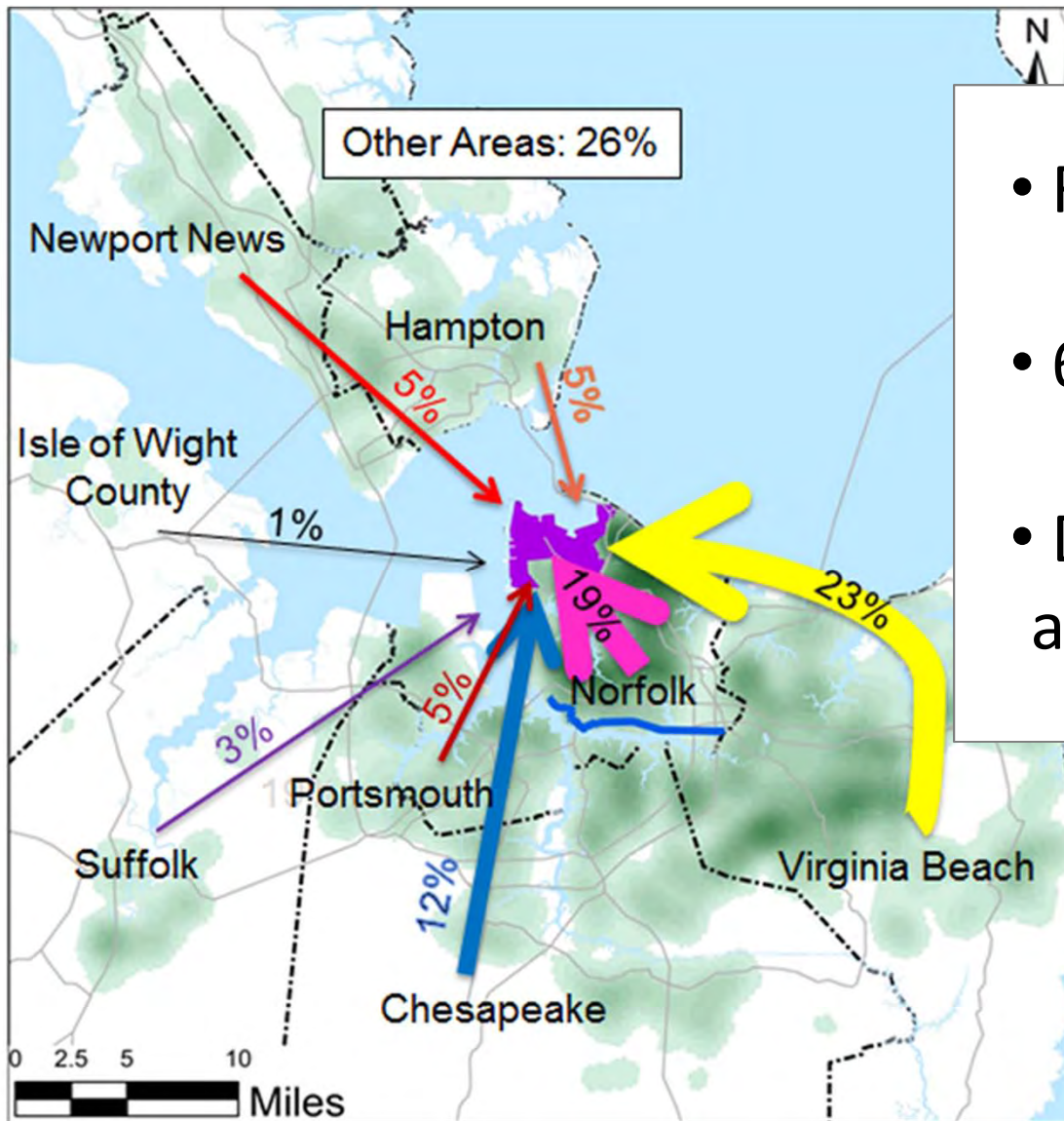
Norfolk Transit Extension Study

- Initial Corridor Planning



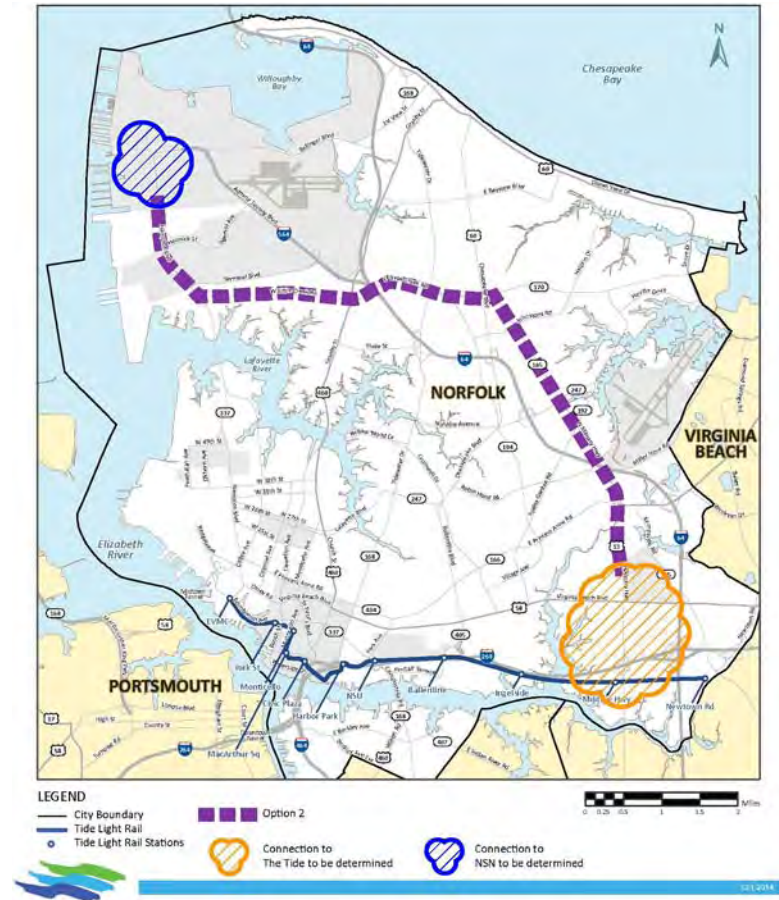
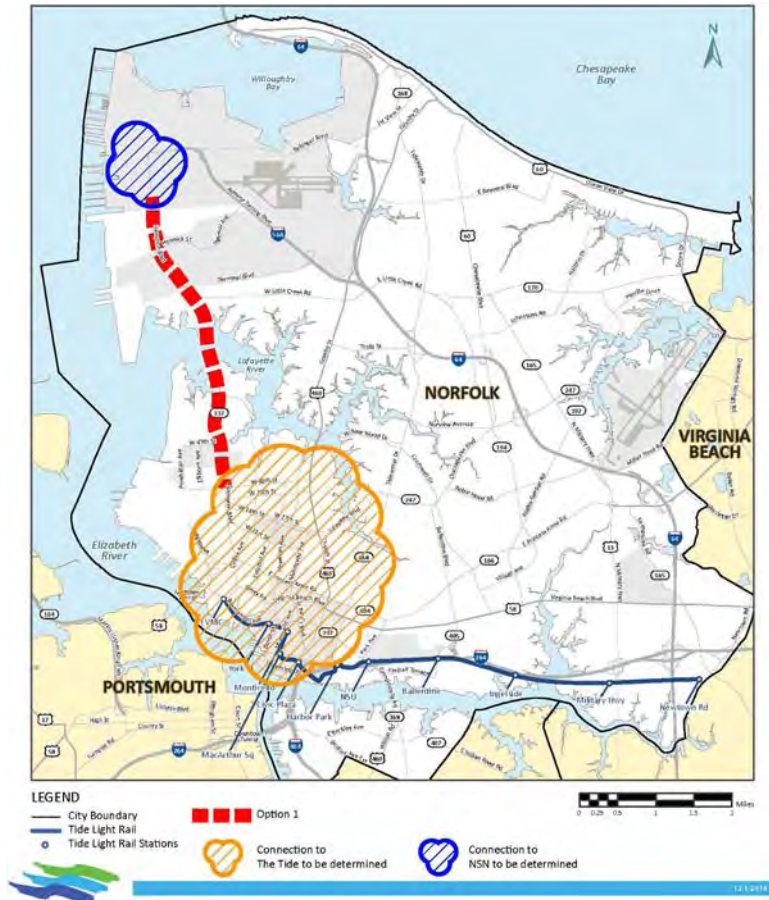
COMPLETED

Naval Station Norfolk



- Region's largest employer
- 60-70,000 jobs
- Draws employees from across the region

Separate Corridors - Multiple Options



These figures illustrate conceptual corridors.

Norfolk Transit Extension Study

- Next Steps

Alternatives Analysis

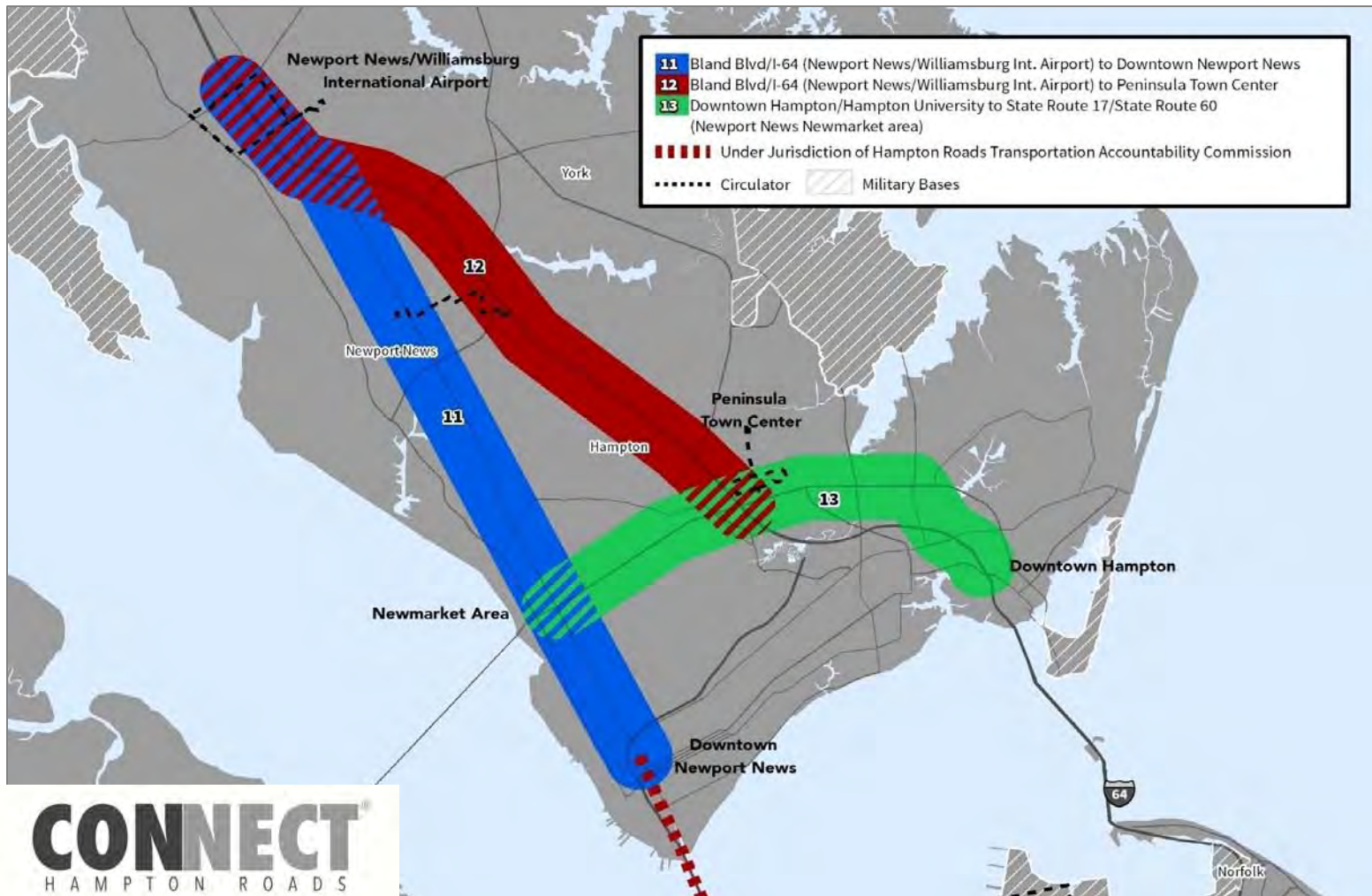
- AA to begin by early 2016
- Estimated 18 months to complete
- Will facilitate refined set of options to advance for preparation of NEPA documentation

Peninsula High Capacity Transit Study



Peninsula High Capacity Transit Study

- Potential Corridors



Peninsula High Capacity Transit Study

- Next Steps



Phase 1 begins early 2016



Demand for quality travel options
is at an all-time high.



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www.ConnectHamptonRoads.com



Why is this Important?

Hampton Roads is competing nationally and globally to:

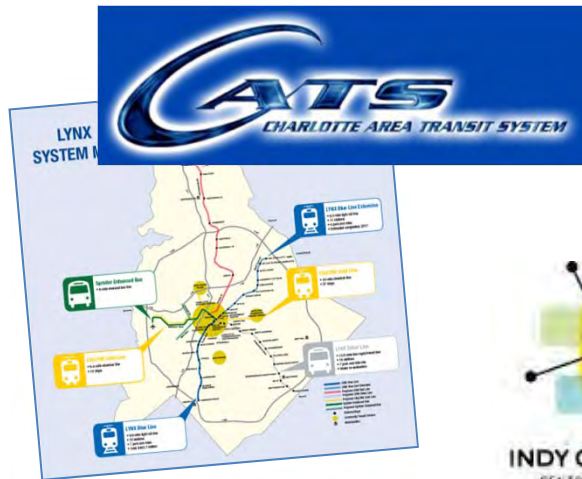
- Attract and retain businesses
- Support our workforce and families
- Diversify the economy
- Meet changing public demands for commuting options other than driving and traffic congestion
- Enhance access to opportunity for all segments of the population

Economic Vitality

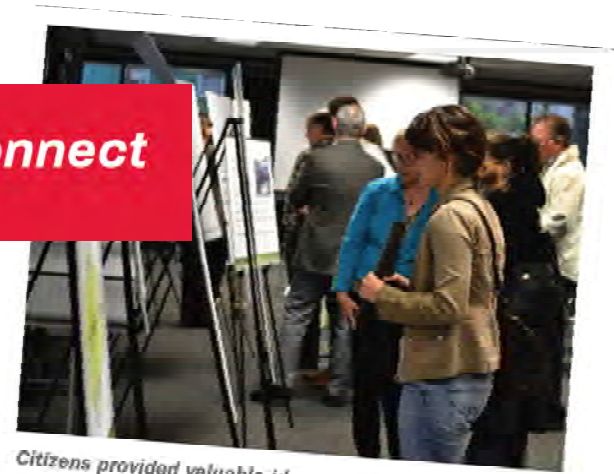
- Every \$1 invested in transit generates \$4+ in local economic activity.
- Transit generates unique development opportunities and economic activity.



Pursuing better multimodal transportation.



**INDY CONNECT
NOW**
PEOPLE. PLACES. PROGRESS.



Citizens provided valuable ideas and input throughout the Project Connect process.



Major Data Sources

Previous Plans

Regional, local, and transit agency plans completed by transportation and land-use planning experts.



Census Data

Census demographic, housing, and commute data.



Employment Data

Longitudinal Employer-Household Dynamics (LEHD) employment statistics and long-term employment projections.



Regional Travel Demand Model

Model of current and future projected travel patterns in the region from the Hampton Roads Transportation Planning Organization (HRTPO).



SURVEY SAYS

Between June and October 2014, 13,830 people took the Connect Hampton Roads survey, providing feedback on what they saw as critical needs for the region's transportation system.



LEADS TO A STRONG
REGIONAL ECONOMY

CHR LEADS TO BETTER REGIONAL MOBILITY



Enhanced
Local Bus



High-Capacity
Transit



Park & Rides/
TDM



Amenities &
Facilities



Active
Transportation

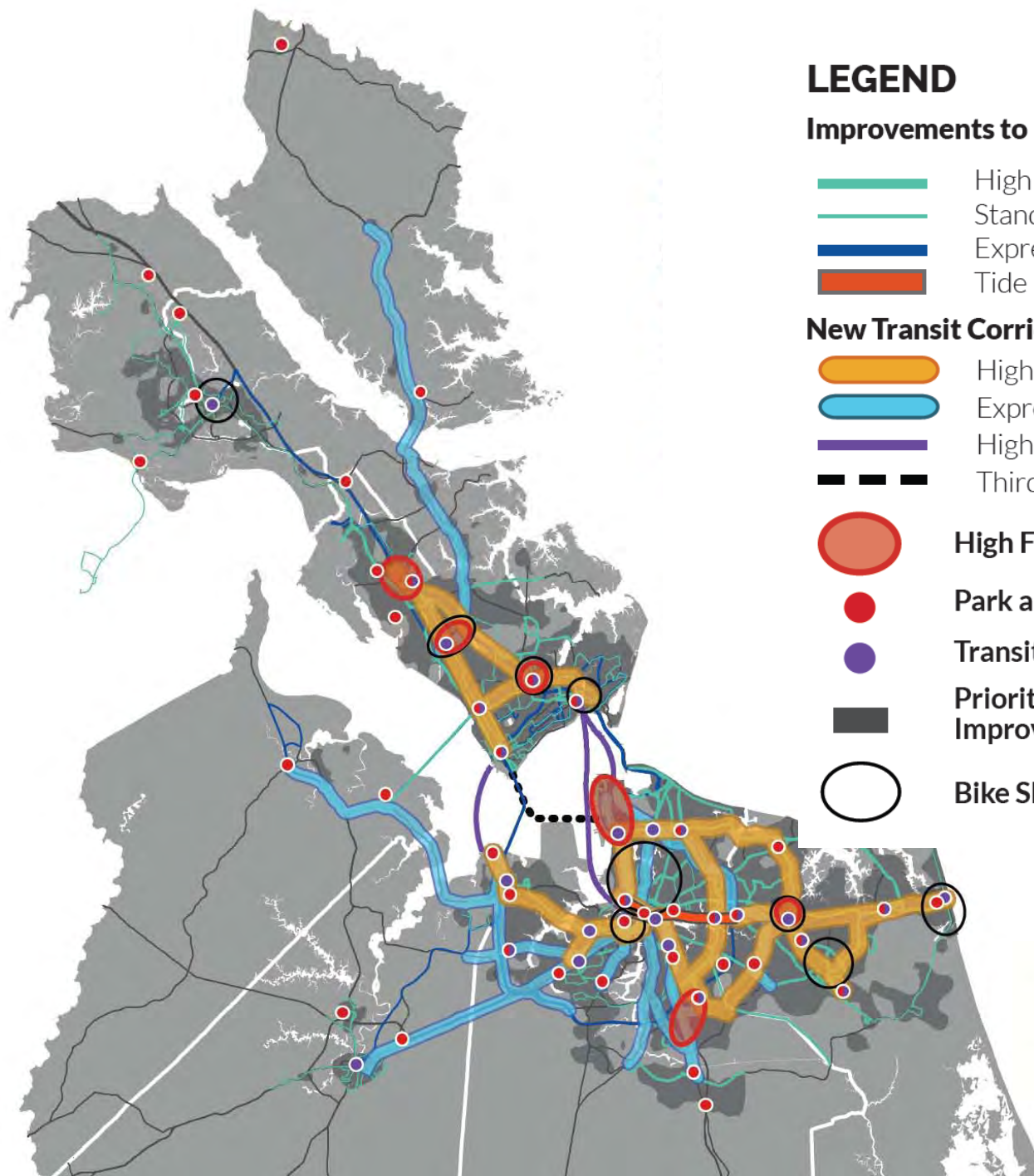


Support
Infrastructure

FOUNDATION: EXISTING TRANSPORTATION SYSTEM

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LEGEND

Improvements to Existing Network

- High Frequency Local Bus
- Standard Frequency Local Bus
- Express Bus
- Tide Light Rail Line

New Transit Corridors (alignment undetermined)

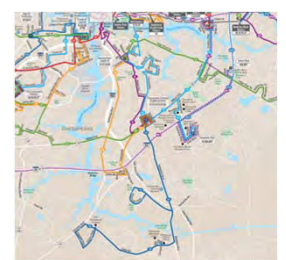
- High Capacity Transit
- Express Bus
- High Speed Ferry
- - - Third Crossing (under separate study)

- High Frequency Circulator
- Park and Ride
- Transit Transfer Facility
- Priority Area for Bicycle and Pedestrian Improvements
- Bike Share

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HAMPTON ROADS

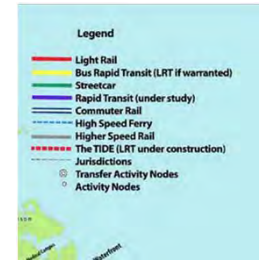
1. Enhanced Bus Networks and Transit Hubs

- Enhanced fixed route bus network that provides comprehensive geographic coverage with frequent service, and a consistent service day and service week.
- Community-based service plans that meet local needs currently not being met.
- A fully “open” system completely accessible to persons with disabilities.



2. High-Capacity Transit Network

- New corridors connecting the entire region with modes such as light rail, bus rapid transit, ferry routes and bus/HOV lanes.



3. Park-and-Rides

- A comprehensive network of park-and-rides that provide parking for transit users while integrating with city land use plans and growth strategies.
- Park-and-Ride facilities that offer customers access to retail and service establishments.



4. Transit/Passenger Facilities and Amenities

- Passenger amenities that provide clean, safe and comfortable waiting areas at transit stops.
- Reliable “real-time” passenger information that improves customer experiences. Shelters, benches, and bus stop lighting and other components are key to this pillar.



5. Active Transportation - complementary transportation investments integrating modes of travel

- Linkages that address the “first-mile, last mile” at bus stops, transit hubs and park-and-rides. Connectivity to bike lanes, bike and pedestrian pathways, and accessible sidewalks are key investments in this element.



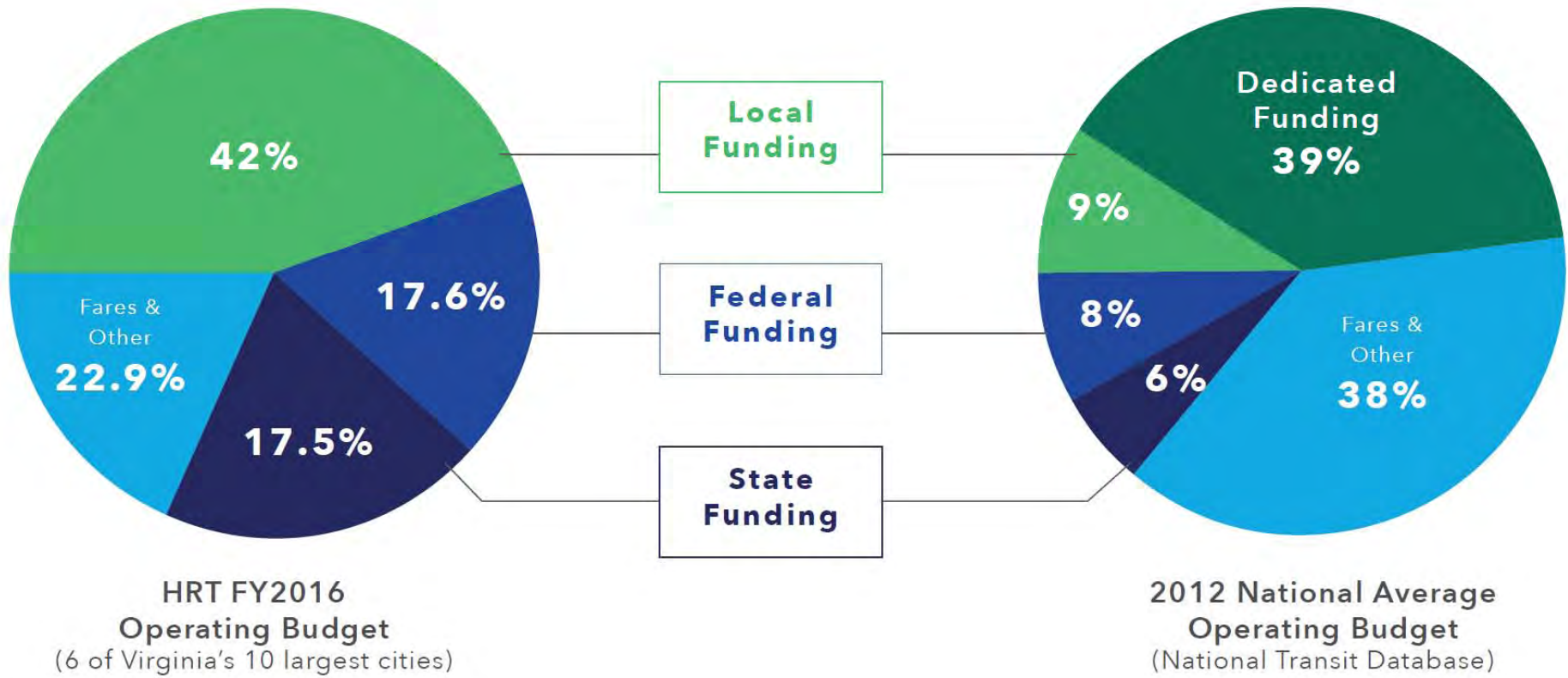
6. Transit Service Facilities, Rolling Stock, Security, Information Technology

- Infrastructure and facilities to support the transit vehicle fleet and operations to maintain a State of Good Repair.



Challenge

TRANSIT FUNDING MIX



ONE TRANSPORTATION OPTION



**TWO
VISIONS
FOR OUR
REGION**



MANY TRANSPORTATION OPTIONS



Public Transportation –

Some of us Ride It, All of us Need It.