

AGENDA ITEM #16: FOR YOUR INFORMATION

A. TRAFFIX OVERSIGHT SUBCOMMITTEE MEETING

The next meeting of the TRAFFIX Oversight Subcommittee will be held directly following the TTAC meeting on February 1, 2012 at the Regional Building, 723 Woodlake Drive, Chesapeake, Virginia.

B. TRAFFIX OVERSIGHT SUBCOMMITTEE MINUTES

The draft minutes of the TRAFFIX Oversight Committee meeting of November 2, 2011 are attached.

Attachment 16-B

C. GOVERNOR ANNOUNCES NORFOLK PASSENGER RAIL SERVICE TO BEGIN IN DECEMBER 2012

Attached is a January 18, 2012 news release from the Governor's office announcing that "the expected start date of the Amtrak Virginia extension to/from Norfolk will begin by December 31, 2012."

Attachment 16-C

D. GOVERNOR ANNOUNCES VTIB FINANCING ON DOMINION BOULEVARD PROJECT

Attached is a January 18, 2012 news release from the Governor's office announcing that the Dominion Boulevard project "will move forward as a result of financing provided by the Virginia Transportation Infrastructure Bank (VTIB)."

Attachment 16-D

E. GOVERNOR ANNOUNCES ADDITIONAL COMPONENTS OF 2012 TRANSPORTATION PLAN

Attached is a January 20, 2012 news release from the Governor's office announcing that "the governor's 2012 General Assembly session transportation plan will provide additional funding for maintaining Virginia's infrastructure and will continue the administration's efforts to ensure greater accountability and transparency in Virginia's transportation entities while delivering transportation projects more quickly and cost effectively."

Attachment 16-E

F. ROUTE 460 PROJECT TO GROW VIRGINIA'S ECONOMY

A new report by Chmura Economics states that the \$1.6 billion proposed Route 460 Corridor project will have an annual economic impact in Hampton Roads 2020 estimated at \$5.7 billion, supporting 11,255 jobs in the region.

Attachment 16-F

DRAFT MINUTES

TRAFFIX Oversight Subcommittee Meeting

November 2, 2011

Regional Building, 723 Woodlake Dr., Chesapeake, Room D

Meeting commenced at 11:25.

Chairman Jeff Raliski called the meeting to order.

In Attendance

Ron Hodges	HRT/TRAFFIX
Sam Belfield	HRTPO
Gary Walton	City of Chesapeake
Susan Wilson	City of Portsmouth
Chris Arabia	DRPT
Carl Jackson	City of Newport News
Travis Campbell	City of Virginia Beach
Stephanie Shealey	HRTPO
Rob Case	HRTPO
Sheran Johnson	TRAFFIX (Recorder)
Keith Cannady	City of Hampton
Ivan Rucker	FHWA
Tiffany Swindell	TRAFFIX
Latwana McClure	TRAFFIX
Carleen Muncy	HRT/TRAFFIX

Request for Public Comment: Chairman Jeff Raliski opened the floor for public comments. No comments were made.

Approval of Previous Meeting Minutes: Previous minutes from May 5, 2011 was approved and accepted.

Past Spending Report & TRAFFIX Business Growth: Ron Hodges (TRAFFIX) presented the subcommittee with a spreadsheet summary depicting TRAFFIX's expenditures for FY11 & FY12 from which he gave an overview. Ron pointed out that the majority of the budget is dedicated to TRAFFIX administration salaries first, and then to advertising and promoting. A significant amount is also spent on material and supplies to include promotional give-a-ways. Spending is currently tracked monthly and by line item. Sam Belfield (HRTPO) suggested that TRAFFIX financial information be summarized in an annual report format. The report should reflect categories rather than individual charges to show growth in particular areas.

A question was asked about how webhosting and online ridematching was paid. TRAFFIX ridematching service is provided by Commuter Connection which is operated by Metropolitan

Washington Council of Governments (MWCOC). There is a yearly charge for the services provided by MWCOC along with periodical charges for postage. TRAFFIX web pages are integrated within Hampton Roads Transit's website; therefore, maintained by the IT Department.

Ron Hodges also gave a brief overview of TRAFFIX expected growth for FY12. He began discussing NuRide which is expected to grow from 3,914 participants to 5,000. NuRide is a program that offers ridematching and incentive rewards to participants. The Guaranteed Ride Program (GRP) is expected to add 400 additional participants to the current 3,100 registered participants. Current GRP participants are able to use the service up to two times a month not to exceed twelve times a year which is down from four times a month and twenty-four times a year due to usage abuse by participants.

The van leasing program has been a great success. The total number of available leased vans is currently 57. Individuals wanting to lease a van are placed on a waiting list or referred to VPSI Inc. The number of leased van decreased for a period of time due to regulation changes which disqualified the community based organizations; therefore, those leases were terminated, eleven in total. There is currently a shortage on vans due to the popularity of the program.

TRAFFIX influence on transit can be measured by the heavy promotion of light rail and working with HRT's Planning department in regards to strategic scheduling and routing of buses. With continued outreach, transit is expected to grow by 20 percent.

As for the Telework!VA program, there are currently 720 teleworkers from Hampton Road's employers. Funding for Telework!VA has been approved for FY12. A full-time employee will be hired to administer the program.

TRAFFIX Involvement in Light Rail and Park & Ride Lots: The Tide was projected to move 2,900 riders per day; however, the actual daily ridership is averaging 4,986. The success of light rail can be directly contributed to the outreach efforts the TRAFFIX. Outreach personnel visited over two hundred businesses promoting feeder bus routes and free park and ride lots that connect to the light rail stations. Past analysis showed an 80 percent vacancy rate on the combined transit modes; therefore, as an effort to increase ridership, the GoPass365 was developed.

The GoPass365: A program that allows employers and educational institutions to pay a set rate per employee and student which will enable them to ride any HRT mode freely just by showing a work or school badge. The rate an employer will pay depends on the total number of employees; all employees must be covered under the program. Universities and colleges pay \$6.50 per student and staff. Since its inception, three employers Norfolk & Southern, Glasser & Glasser, and Portfolio Recovery; and four universities ODU, NSU, EVMS, and TCC have signed up with GoPass365 securing revenue equivalent to 67,368 additional riders. The current contracts under the pilot period will end June 30, 2012.

Keith Cannady (Hampton) asked for clarification on how employers pay and what does the employees and students receive. Ron (TRAFFIX) explained that the employer pays a lump sum which will allow employees and students to ride any of HRT's modes by just showing their work or student badge. However, beginning January 2012, a serialized card will be

distributed to program participants. The fare card reader will capture reportable information from the cards that will be provided to the employers on a monthly basis. The data will also help determine realistic rates going forward. Ron (TRAFFIX) also stated that it is the decision of the buyer as to how the cost will be absorbed.

Gary Walton (Chesapeake) asked about the long term vision of the GoPass365 program once we gain ridership from these large businesses/organizations. He stated concern about the program initially losing money because the passes are sold at a significantly reduced rate. He asked if there are future plans to transition the initial users to everyday users in order to recapture cost. Mr. Walton also asked if pricing will be determined on an individual basis or across the board, and will it depend on whether the entity is a school or corporation. Ron (TRAFFIX) responded to reiterated that the program is a pilot program which means that every contract will expire June 30, 2012. However, once data is received, it will help gauge ridership which will dictate the restructuring of the price model.

Mr. Walton (Chesapeake) and Mr. Carl Jackson (VDOT) had concerns and questions about parking. It was asked if the monies from the program can subsidize additional parking locations or construct garages. An answer will not be available until a cost allocation is provided and a profit margin is actually identified. As a member of a parking review council, Ron (TRAFFIX) is working with the state to identify potential parking sites; it is an ongoing process. Because of the success of the light rail, additional overflow parking was obtained around the Newtown Road station. An agreement was made with First Baptist to lease 212 spaces of overflow parking for four years at \$49,500. Susan Wilson (Portsmouth) stated since the Newtown Rd station is being used heavily for commuting purpose, that even more parking is needed there. Ms. Wilson (Portsmouth) also stated that providing a bus to/from a satellite parking lot for the Newtown Rd station may be an option for future growth. Ron responded stating that an additional 700 more spaces may be accessible through First Baptist Church. Keith Cannady (Hampton) stated that the Tide LRT issue where demand is exceeding capacity (parking) is a good problem to have and needs to be discussed at future HRTPO TTAC meetings.

Additional TRAFFIX Employee: Tiffany Swindell, TRAFFIX Outreach Coordinator, made a lateral move from HRT's Communications Department. Tiffany's current primary duty is to serve as liaison for the GoPass365. After a few months Tiffany will assist with other TRAFFIX outreach efforts.

New Business:

- Chris Arabia (DRPT) requested that a list of reward sponsors for NuRide be provided at the next meeting.
- Gary Walton (Chesapeake) asked how can the van leasing program be expanded. Ron stated the upcoming grant monies may allow for the purchase of new vans. He also shared that TRAFFIX refers potential van lessees to VPSI in exchange for the emission and VMT data. Chris suggested that 5307 monies be used, if possible, to help sustain the program.

- Congratulations was given to Latwana McClure, TRAFFIX Vanpool Manager, for her due diligence in qualifying potential lessees that resulted in HRT receiving a safety award from Lancer Insurance Company for the safest vanpool fleet.
- Sam Belfield (HRTPO) shared that the HRTPO Military Commuter Survey link is now in place on HRTPO's site and will also be in TRAFFIX's newsletter. He thanked TRAFFIX for partnering with the HRTPO to distribute the survey.
- Ron (TRAFFIX) invited the city representatives to inform TRAFFIX of any traffic issue that they may need assistance with.

Adjournment: The meeting adjourned at 1:00 p.m. Next meeting will be held on Wednesday, February 1, 2012.

January 18, 2012

**Governor McDonnell Announces
Norfolk Passenger Rail Service to Begin in 2012
- Will provide a one-seat trip from Norfolk to as far North as Boston -**

RICHMOND – Governor Bob McDonnell announced today that the expected start date of the Amtrak Virginia extension to/from Norfolk will begin by December 31, 2012. This moves the service to start 10 months earlier than originally projected.

"This service will provide immediate relief to road weary travelers between two of the state's most congested regions" said Governor McDonnell. "This service is long overdue and I congratulate our partners and commend their cooperation in moving up the scheduled start date."

The Commonwealth's Virginia Department of Rail and Public Transportation (DRPT), CSX, Norfolk Southern and the City of Norfolk have been working speedily to make the necessary upgrades for the service. The round-trip train will bring intercity passenger rail service to Norfolk for the first time since 1977, and will link Norfolk with a single-seat ride to Richmond, Washington, D.C. and cities as far north as Boston.

The updated timeline comes from today's Commonwealth Transportation Board meeting where they passed a resolution outlining the new goals and start date.

"There is high demand for passenger rail service in Virginia as demonstrated by considerable ridership growth throughout the Commonwealth," said Amtrak Vice President of Government Affairs and Corporate Communications Joe McHugh. "We have a strong partnership with the Commonwealth and look forward to operating this expanded service to Norfolk in 2012, providing passengers the option of convenient one-seat service to Washington and Northeast Corridor destinations."

The Norfolk train marks the third service expansion launched under the Amtrak Virginia partnership, which has introduced service to Richmond and Lynchburg since October 2009. Virginia is the 15th state to partner with Amtrak for intercity passenger rail service, and the successful launch of these new services is made possible through the partnership between DRPT, Amtrak and the host railroads along the routes. Amtrak Virginia routes had sizable gains in fiscal year 2011 over fiscal year 2010 with increases of 28.5 percent on the Washington-Lynchburg route and 19.1 percent on the Washington-Newport News route.

"This service is a win-win for Hampton Roads and Northern Virginia. The economies of these two regions are intertwined and getting this service operating will strengthen them both," said Thelma Drake, Director of the Department of Rail and Public Transportation.

About Amtrak Virginia

Amtrak Virginia is a program developed by the Virginia Department of Rail and Public Transportation (DRPT) and Amtrak to provide more rail travel choices in Virginia. The new service promotes economic, tourism and environmental benefits. For more information visit <http://amtrakvirginia.com>.

About Amtrak®:

Celebrating 40 years of dedicated service as America's Railroad®, Amtrak is the nation's intercity passenger rail provider and its only high-speed rail operator. A record 30.2 million passengers traveled on Amtrak in FY 2011 on more than 300 daily trains – at speeds up to 150 mph (241 kph) – that connect 46 states, the District of Columbia and three Canadian Provinces. Amtrak operates trains in partnership with 15 states and four commuter rail agencies. Enjoy the journeyssm at <http://Amtrak.com> or call 800-USA-RAIL for schedules, fares and more information. Join us on <http://facebook.com/Amtrak> and follow us at <http://twitter.com/Amtrak>.

January 18, 2012

**Governor McDonnell Announces
Virginia Transportation Infrastructure Bank Finances
Chesapeake Dominion Boulevard Project
- City scheduled to begin construction this summer on its top
transportation priority -**

RICHMOND - Governor Bob McDonnell announced today that the Dominion Boulevard project, a significant transportation improvement to ease congestion and improve safety in Chesapeake, will move forward as a result of financing provided by the Virginia Transportation Infrastructure Bank (VTIB).

The Commonwealth Transportation Board (CTB) voted to approve Chesapeake's application for financing Dominion Boulevard road and bridge construction through the infrastructure bank. It issues low-interest loans to fast-track high priority projects. The infrastructure bank is part of the governor's \$4 billion transportation package passed in 2011 by the General Assembly.

"The Virginia Transportation Infrastructure Bank allows critical transportation projects to be built now instead of waiting for years to happen," said Governor McDonnell. "The bank provides a resource that public- and private-sector entities can use to finance projects and accelerate construction. This plays a major role in driving the economic vitality of Virginia and getting citizens back to work. The Dominion Boulevard improvements have the potential of creating more than 13,000 jobs as a result of better transportation and access."

The 3.8-mile project will widen Dominion Boulevard from two to four lanes from Cedar Road to Great Bridge Boulevard, replace the two-lane drawbridge over the Elizabeth River with a four-lane fixed-span, high-rise bridge, and provide improved connection between I-64/464 and the Virginia Department of Transportation (VDOT) relocation of the southernmost portion of Route 17 to the Virginia/North Carolina line. The construction cost is \$305 million of the total project estimate of \$412 million. While much of the funding will be provided by toll revenue bonds and previously committed funds, the City of Chesapeake submitted an application for a \$152 million loan from the infrastructure bank last December to complete the funding package. After review by VDOT and the Virginia Resources Authority which manages the VTIB, and CTB approval, Chesapeake is able to move ahead on the project.

Secretary of Transportation Sean Connaughton said, "The Virginia Transportation Infrastructure Bank has the potential to revolutionize how projects are financed and advanced in our state. The time is now for the Commonwealth and localities to take advantage of this climate of low interest rates for financing of transportation projects. This can move projects from planning to construction."

"Chesapeake is now the first entity to receive a loan from the infrastructure bank," said VDOT Commissioner Greg Whirley. "We are leveraging all resources to get projects and traffic moving."

The VTIB, initially funded with \$283 million from the fiscal year 2010 surplus and savings from the VDOT performance audit, is designed to make low-interest loans and grants to localities, transportation authorities and private-sector partners for transportation projects. The administration is looking to put \$1 billion into the bank through a number of mechanisms over the next three years.

January 20, 2012

**Governor McDonnell Announces
Additional Components of 2012 Transportation Plan
- Package Includes New Dedicated Funding For Maintenance, Promotes
Economic Development and Job Creation, and Reforms Virginia's
Transportation Organizations -**

RICHMOND - Following on the heels of the Governor Bob McDonnell's 2011 transportation funding plan which set the framework for investing nearly \$4 billion over the next three years, the governor's 2012 General Assembly session transportation plan will provide additional funding for maintaining Virginia's infrastructure and will continue the administration's efforts to ensure greater accountability and transparency in Virginia's transportation entities while delivering transportation projects more quickly and cost effectively.

"Last year, working across party lines, we took a significant step forward in addressing Virginia's long-neglected transportation system by implementing reforms to transportation agencies and by accelerating projects and bond funding that had languished in bureaucracy. Collectively, we put the most new funding into transportation in a generation," said Governor McDonnell. "This session, we must take the necessary steps to build off of last year's historic efforts, provide additional new funding for maintenance and construction, and continue reforming our transportation agencies to deliver projects and services more efficiently. Virginia simply cannot remain a leader in economic development and job creation if we do not continue to address our transportation challenges. That is why this year's transportation package will dedicate additional funding to transportation and will help spur our economic recovery through job creation, forward-thinking investments and promoting our transportation assets."

At the 2011 Governor's Transportation Conference in Norfolk in December, Governor McDonnell called for changes in laws governing the allocation of future surpluses to transportation, dedicating portions of revenue growth attributable to transportation infrastructure projects to transportation, phasing in an additional dedication of .25 percent of the sales tax to transportation over the next eight years, establishing an Interstate 85 Connector Economic Development and Promotion Zone to encourage businesses to invest in Virginia and ship through Virginia ports, and advancing Virginia's commercial space flight programs.

Today the governor added to those 2012 proposals by putting forward new initiatives to:

- Authorize the creation of the Virginia Toll Road Authority to construct, maintain and operate toll road facilities throughout the Commonwealth. Toll facilities currently operated by VDOT could be transferred to the authority, and the authority will provide another option for constructing major infrastructure projects without ceding complete control to a non-state partner.

- Authorize the Commonwealth Transportation Board (CTB) to sell naming rights for the Commonwealth's transportation infrastructure. Private entities would be able to place their name on highways, interchanges, bridges and other infrastructure for an annual fee, which would go to the Highway Maintenance and Operating Fund to support maintenance. The CTB will establish rules, fees, and revenue projections for this program at a later date.
- Enhance the Barge and Rail Use, International Trade Facility, and Port Volume Increase Tax Credits adopted during the 2011 General Assembly to make Virginia's port more competitive versus its competitors.
- Reform the Virginia Port Authority board of commissioners to ensure that the most experienced and qualified Virginians can serve on the board.
- Increase Virginia's representation on the Metropolitan Washington Airports Authority board of directors to bring conformity with recently enacted federal legislation and ensure that Virginia taxpayers are fairly represented on the board.
- Codify Virginia's seat on the Washington Metropolitan Area Transit Authority's board of directors and implement qualifications-based requirements on appointees to the board to ensure effective governance and safety of the WMATA transit system. The qualifications-based requirements are the recommendation of the Governance Work Group comprised of governors McDonnell and O'Malley and Mayor Gray.

"Without an adequate transportation system, almost every aspect of our daily lives and government are negatively impacted," said Governor McDonnell. "Therefore, we must get serious and start treating transportation like a core function of government. That is why I am proposing to increase transportation's share of the sales and use tax revenues from 0.5 percent to 0.75 percent over the next eight years. My budget begins the process by dedicating an additional \$110 million - only one-eighth of one percent of the total budget - to transportation over the course of the biennium. I am also proposing to increase transportation's share of general fund surpluses to 75 percent and dedicate 1 percent of revenue growth above 5 percent to transportation. We will also expand the revenue sharing program to include maintenance, furthering our efforts to better leverage available revenues to meet Virginia's growing transportation maintenance needs. We cannot provide additional funding without ensuring that our transportation organizations are accountable to our citizens and deliver projects in a safe, transparent and cost-effective manner. That is why my package will also include changes to continue our efforts to reform MWAA and WMATA."

Speaking about today's announcement, Delegate Scott Lingamfelter said, "For years we have struggled with solutions to our transportation challenges. I applaud Governor McDonnell for recognizing these challenges and putting forward a common-sense package that will address our maintenance deficits and provide further tools to our transportation agencies to advance critical projects.

"MWAA and WMATA serve thousands of Virginians each year," said Delegate Jim LeMunyon. "We must ensure that they are properly managed, transparent and accountable to our citizens. Two additional Virginia appointees on the MWAA board of directors will

ensure that Virginia's interests are represented, and requiring appointees to the WMATA board of directors to have transportation, transit, or other relevant experience will help WMATA better address governance and safety concerns and avoid cost increases."

"Whether it's funding to maintain our roads, incentives for transportation-related businesses, or reforming our transportation agencies, we must continue to improve our transportation infrastructure and assets," said Senator Frank Wagner. "Virginia is ripe with opportunities, but to realize them and continue our record on economic development and job creation, we must address our transportation challenges."

Governor McDonnell's 2012 Transportation Initiatives (Including Proposals Announced in December)

Transportation Funding and Reform (Delegates Lingamfelter and Rust/Senator Wagner)

- Dedicates 1 percent of general fund revenue growth above 5 percent to transportation
- Increases transportation's share of year-end surpluses to 75 percent
- Increases transportation's share of state sales and use tax revenues from 0.5 percent to 0.75 percent
- Authorize the CTB to sell naming rights for the Commonwealth's transportation infrastructure. Private entities would be able to place their name on highways, interchanges, bridges and other infrastructure for an annual fee, which would go to the Highway Maintenance and Operating Fund to support maintenance. The CTB will establish rules, fees, and revenue projections for this program at a later date.
- Creates transportation improvement districts wherein 25 percent of the growth in state tax revenues attributable to a transportation project will be transferred to the Transportation Trust Fund to fund other transportation improvements
- Authorizes creation of the Virginia Toll Road Authority to construct, maintain and operate toll road facilities throughout the Commonwealth
- Amends statutes regarding local transportation plans to ensure that state and federal dollars are spent in a timely and cost-effective manner

Port of Virginia Comprehensive Promotion and Reform (Delegates Cosgrove and Purkey /Senator Wagner)

- Exempts the Virginia Port Authority from bureaucratic requirements regarding environmental impact statements, outside legal counsel, surplus property and real property management to better enable the port to operate within a business environment
- Enhances incentives passed during the 2011 General Assembly to bring parity between Virginia's incentives and our competitors
- Increases the number of commissioners eligible to serve from Hampton Roads and places qualifications based requirements on commissioners to ensure that the

Virginia Port Authority is governed by business leaders with the requisite experience to run a port

- Creates the Route 460 Corridor Interstate 85 Connector Economic Development Zone to help make Virginia a leader in maritime commerce and provide incentives to business involved in manufacturing of goods shipped through the port to locate in Virginia

Virginia Commercial Space Flight Authority Comprehensive Promotion and Reform (Delegate May/ Senator Herring)

- Restructures the Virginia Commercial Space Flight Authority and the board of directors to turn it into a truly independent entity capable of growing and promoting Virginia's role in the field of commercial aerospace

Metropolitan Washington Airports Authority (Delegate May/ Senator Colgan)

- Increases the total membership of the MWAA board of directors from 13 to 17, granting two additional seats to Virginia, one to Maryland and one to D.C.
- Increases the number of directors required to approve the annual budget and bond issuances from 8 to 10
- Prohibits directors from serving past the expiration of their terms

Washington Metropolitan Area Transit Authority Reform (LeMunyon)

- Codifies Virginia's seat on the WMATA board of directors
- Imposes certain qualifications based requirements on those members eligible for appointment to the board of directors

January 24, 2012

**Route 460 Corridor Improvement Project to Grow Virginia's Economy
- Chmura Economics and Analytics Report Highlights Economic Impact of
Governor's Initiative -**

RICHMOND – The proposed Route 460 Corridor - Interstate 85 Connector Improvement Project between Hampton Roads and Petersburg will do far more than present an alternative to the congested I-64 corridor, according to a new report released by Chmura Economics, a national consulting firm based in Richmond. Chmura's study states that the \$1.6 billion project to provide a new four-lane highway linking the Port of Virginia to commercial and population centers to the south and west will have an annual economic impact by 2020 estimated at \$7.3 billion, supporting 14,120 jobs in the corridor, and \$5.7 billion, supporting 11,255 jobs in the Hampton Roads area alone.

"The Route 460 Corridor -I-85 Connector Project has been, and will continue to be, one of my top priorities as governor," said Governor Bob McDonnell. "The new highway will not only reduce citizen travel times, but it will help create much-needed jobs and economic development in some of Virginia's communities that have been hardest hit by the economic recession. The Port of Virginia is one of the Commonwealth's greatest economic assets. Over the coming years, the port is expecting to undergo tremendous growth, but it cannot achieve this growth without the infrastructure and support systems necessary for a thriving port. The proposed new Route 460 – Interstate 85 Connector will help address these infrastructure concerns and, combined with the proposed Economic Development Zone, will provide an incentive to grow for the many different businesses and support facilities that will help create jobs for thousands of Virginians."

In conjunction with the Route 460 – 85 Connector Project, Governor McDonnell has proposed creating the Route 460 Corridor Interstate 85 Economic Development Zone as part of his comprehensive Port of Virginia Promotion and Reform Package (HB 1183/SB 578). Any company involved in the manufacturing of goods that are shipped through the port or that are involved in maritime commerce, that locates within the zone, and meets the job creation thresholds will receive a two-year exemption from corporate taxes. The purpose of this exemption is to help fully develop the manufacturing and support facilities needed to create jobs and help the port grow.

Chmura's report goes on to highlight a number of the potential economic impacts of the new highway:

- From 2012 through 2016, the construction of the project can generate an annual economic impact of \$559.1 million supporting 4,295 jobs in the Route 460 corridor and \$151.5 million supporting 1,182 jobs in the Hampton Roads area
- Starting in 2020, the project can provide \$133.1 million in annual costs savings for business and residents in the corridor and \$71.9 million for business and residents in the Hampton Roads area as a result of reduced travel times

- Starting in 2020, Route 460 can support 40 services businesses, directly sustaining 689 workers, with a subsequent impact of 975 jobs and an annual economic impact of \$112.9 million in the Route 460 corridor
- Starting in 2020, Route 460 can support 22 service businesses, directly sustaining 394 workers, with a subsequent impact of 550 jobs and an annual economic impact of \$63.6 million in the Hampton Roads area
- As a result of the project, state government will receive an additional \$59.3 million in annual tax revenues while local governments will receive \$3.7 million and \$2.5 million in the Route 460 Corridor and Hampton Roads area, respectively

Speaking about today's announcement, Secretary of Transportation Sean T. Connaughton said, "The Route 460 project is critical to the economic vitality of the Port of Virginia, Hampton Roads and Southside Virginia. Construction of the new project will not only provide much needed link to many of the manufacturing facilities located along the I-85 corridor, but it will create much-needed jobs from Virginia Beach to Chesapeake, Suffolk, Isle of Wight and the Tri-Cities areas."

A full copy of Chmura's report can be found at:

http://www.transportation.virginia.gov/initiatives/R460_EconomicImpact.pdf