<http://www.gohrt.com/public-records/Planning-and-Development-Documents/Transit-Development-Plan/TDP-Executive-Summary.pdf>

Ridership revenue for light rail is estimated at FY 2012 levels (increased to cover a full

year) throughout the six years.

The Tide Light Rail Vehicle, Track, and Technology Upgrades

The new The Tide light rail service began service during FY 2012 (August 2011).   HRT prepared a list of

“LRT Capital Improvement Projects,” specifically to: provide certain maintenance equipment (e.g., wheel

truing machine); program vehicle, track, traction power, and signal maintenance; and maintain of

components and systems to maintain service reliability.

<http://www.gohrt.com/publications/reports/2011/03/hampton-roads-regional-transit-vision-plan-report.pdf>

The economic development impacts that would result from the implementation and operation of the LRT, BRT,

streetcar, and commuter rail projects in the HRRTVP fall into the following categories:

x Increase in new commercial and residential development within a ¼ mile of the LRT, BRT, and streetcar

project corridors that would be attributable solely to the transit investment;

x Increase in new commercial and residential development within a ¼ mile of the commuter rail station

areas that would be attributable solely to the commuter rail service;

x Economic multiplier effects (direct plus indirect and induced) of new commercial and residential

development construction; and

x Property tax base changes associated with the new development.

2011 Life in Hampton Roads Survey - The Social Science Research Center at ODU; 681 completed surveys

<http://al.odu.edu/ssrc/LIHR_tables_weighted_only.pdf>

When asked

Would you be more likely to use public transportation once light rail becomes available?

Only 27.6% said yes. 45.0% said no, and 27.2% said maybe.

16.6% of those polled listed Traffic Congestion as the biggest problem facing Hampton Roads. It came second only to unemployment at 30.2%.

Hampton Roads Transit: Light Rail Marketing Research Study done by Southeastern Institute of Research

To meet the objectives for this study, two research surveys were conducted:

– Telephone survey: A random sample of residents who live within the targeted area

– Online survey: Possibl e respondents were intercepted in downtown Norfolk and invited to

complete an online survey

Supplemental sample of downtown business leaders

– Downtown Norfolk Council

Awareness is high with rates in the 90% range for both the resident survey as well as those intercepted downtown.

Workers rated get to work on time more often as 43% likely or very likely to be a reason they would ride the tide.