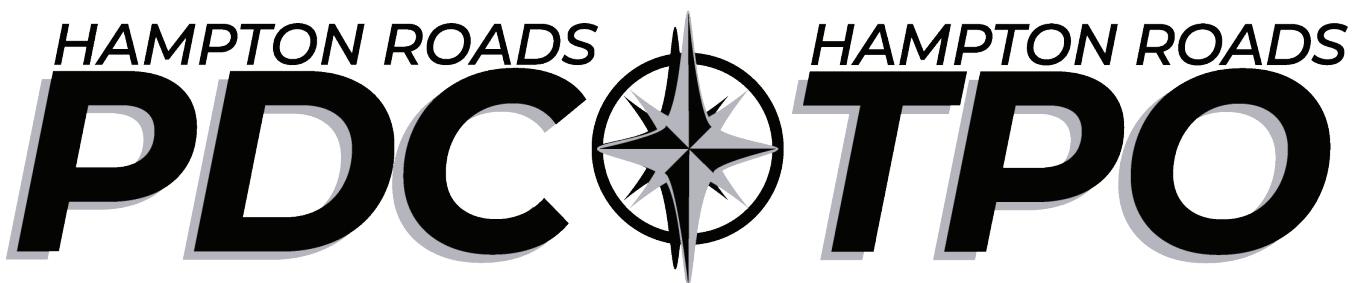


2025 Regional Legislative Agenda





Douglas G. Pons, Chair
Shannon E. Glover, Vice-Chair

William McCarty, Chair
Gordon C. Helsel, Jr., Vice-Chair

Hampton Roads 2025 Regional Legislative Agenda

The Hampton Roads Planning District Commission (HRPDC) and the Hampton Roads Transportation Planning Organization (HRTPO) represent the 17 local governments and over 1.8 million residents of the Hampton Roads region. We have unanimously endorsed the following 2025 Regional Legislative Agenda for the Hampton Roads region and are pleased to present these priorities to our State and Federal partners for consideration.

The Hampton Roads region contains the second-highest number of military personnel of any metropolitan region in the country, is home to the largest naval base in the world, and contains numerous military and federal assets that are critical to our country's national security. We are also home to the Port of Virginia which is critical to the supply chain for the Commonwealth of Virginia and the eastern United States. Due to the strategic national, state, and regional assets located in our region, the state and federal legislative items presented in this document are critically important to the Commonwealth of Virginia and our entire country.

The 2025 Hampton Roads Regional Legislative Agenda is presented in two sections. The first is a listing of Regional Legislative Priority Items that the HRPDC and HRTPO will actively advocate to advance. The second section contains a listing of Regional Position Statements – these are items that we will monitor and support or oppose as appropriate.

Questions regarding the 2025 Hampton Roads Regional Legislative Agenda may be referred to:

Robert Crum
Executive Director
HRPDC/HRTPO

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- Transportation Network Maintenance and Repair
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- Protect Local Land Use Authority
- Reject Unfunded Mandates
- Speed Camera Use by Localities
- Affordable and Qualified Childcare
- K-12 Public Education School Construction Funding
- Virginia Barrier Crime Statute
- Workforce Development

Regional Priorities

The following Regional Legislative Priorities were unanimously approved by the HRPDC and HRTPO. We will actively advocate to advance these items on behalf of the Hampton Roads Region.



Funding for PDCs

Restore state funding to Planning District Commissions to the levels provided over two decades ago.



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HRPDC serves as the hub for regional cooperation in Hampton Roads.

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- HRPDC serves as the hub for regional cooperation in Hampton Roads and provides services and promotes collaboration that results in cost savings and tremendous return on investment for the region and the Commonwealth of Virginia.
- State funding for the Hampton Roads PDC has continuously decreased over the past two decades from just over \$366,000 in 2001 to \$190,943 in 2024.
- This decrease has not allowed the HRPDC to keep pace with basic inflationary costs and has created challenges with employee compensation and retention.
- When the Peninsula and Southside PDCs were merged, the HRPDC was reduced to one PDC funding share from the state.
- We request that the General Assembly take action to return \$190,000 in state funding to HRPDC, that was lost when the Peninsula and Southside PDC merger occurred.



Transportation Funding

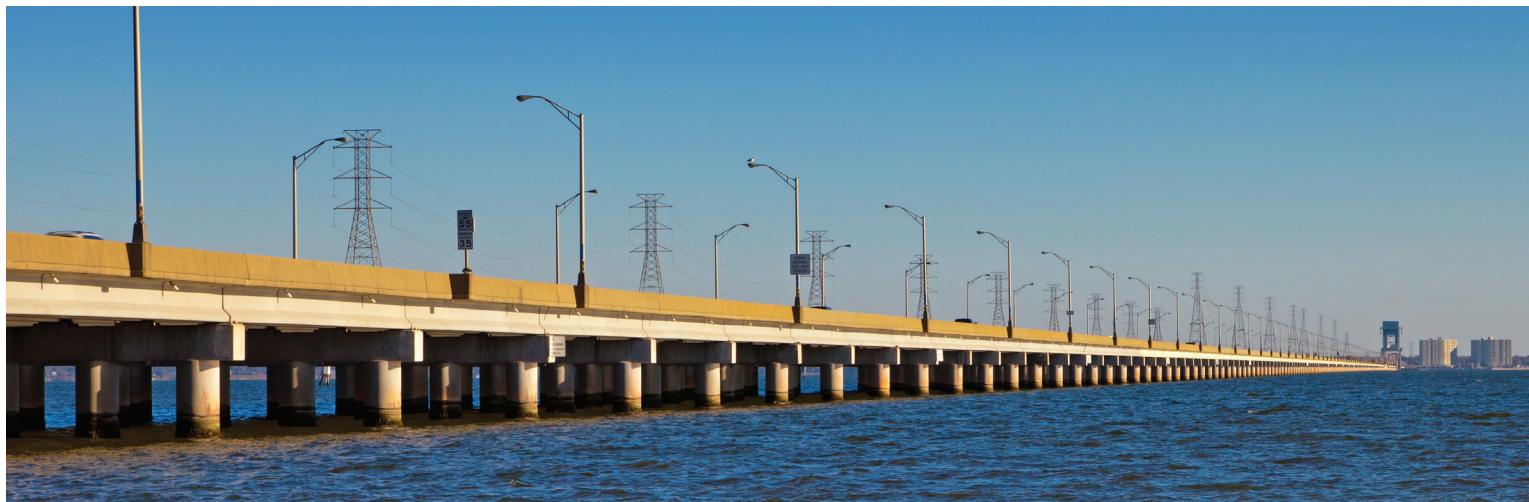
Create a Primary & Secondary Road Fund for the Hampton Roads region that provides funding to advance critical and unfunded transportation projects.



- The Hampton Roads Transportation Accountability Commission (HRTAC) has used the Hampton Roads Transportation Fund (HRTF) to finance and construct a generational package of transportation improvements in Hampton Roads. The HRTF is funded by a regional sales and use tax and a regional gasoline tax. The regional sales and use tax is the primary funding source for the HRTF, and currently stands at 7/10 of a penny.
- We ask that the General Assembly create a Primary and Secondary Road Fund to advance transportation projects that are necessary to support/ address economic development, the Port of Virginia, military/federal facilities, resiliency/flooding, public safety and other issues in Hampton Roads.
- We request that the General Assembly consider a variety of options to support the Primary and Secondary Road Fund, such as a direct budget appropriation, increase of the regional sales and use tax from 7/10 of a penny to a full penny, or other available funding options.



- The HRTF monies have been used by HRTAC to address congestion relief along the region's interstate highway network and have been fully leveraged. However, needs exist on our region's adjacent primary and secondary roads, and the HRTPO has identified over \$3 billion of unfunded needs on these facilities. A funding mechanism such as increasing the sales and use tax to a full penny would allow nearly \$1.5 billion of our unfunded primary and secondary road needs to be delivered between the years 2029 and 2034.
- The projects to be advanced by the Primary and Secondary Road Fund will be identified through the Hampton Roads Transportation Planning Organization's (HRTPO) federally designated transportation planning and prioritization process. The monies provided by the Fund would be managed and leveraged by HRTAC, which is a national model for the financing of regional transportation projects.
- Since the current Hampton Roads Transportation Fund (HRTF) is fully leveraged to support debt service for over \$5 Billion of regional transportation projects, it is important that the HRTF is not used as a funding source for the Primary and Secondary Road Fund to ensure that HRTAC's credit rating is protected.



Flooding

Take actions to proactively protect our region's residents, businesses, and military, federal and state facilities from the impacts of flooding.



Develop a state funding program to provide the non-federal match for federal grants to support large-scale flood relief projects.



Enact state legislation that provides for the transparent disclosure of past flooding experiences during the real estate transaction process.

- The current statute does not provide clear or adequate information on past flooding for potential buyers.
- We request that the state enact clear legislation that provides knowledge of past flood damage, and whether the subject property is in a special flood hazard area.

- Localities cannot afford the non-federal local match to unlock federal funding for flood mitigation projects.
- A substantial amount of federal money is available for flood mitigation efforts; however, localities cannot access these resources without providing a non-federal match. For example, the Army Corps of Engineers Coastal Storm Risk Management program provides 65% federal funding with a 35% non-federal match.
- In the case of Norfolk, a non-federal match of \$900 million is needed to access needed federal funding.
- Since there is a significant return on investment and cost savings for the Commonwealth if our communities can access federal funding, we request that the state develop a funding program to contribute to the required non-federal share.

Provide adequate funding through the Community Flood Preparedness Fund (CFPF) to meet the flood preparedness and resilience needs of the Commonwealth.



- The Hampton Roads region has successfully accessed CFPF funding to assist with the costs of completing vulnerability assessments and develop action-oriented approaches to bolster flood preparedness and increase resilience.
- We request that the Commonwealth allocate a minimum of \$200 million per year to the CFPF to assist localities with their efforts to reduce the impacts of flooding.
- We also request that the CFPF continue to be structured as a grant rather than a loan program.

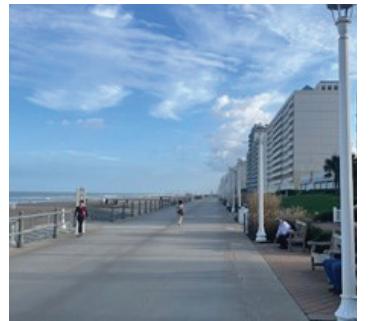
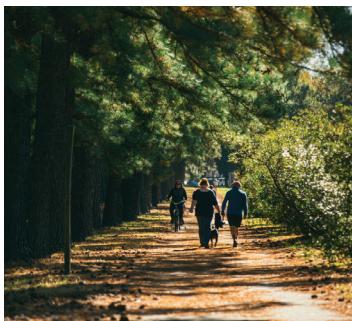
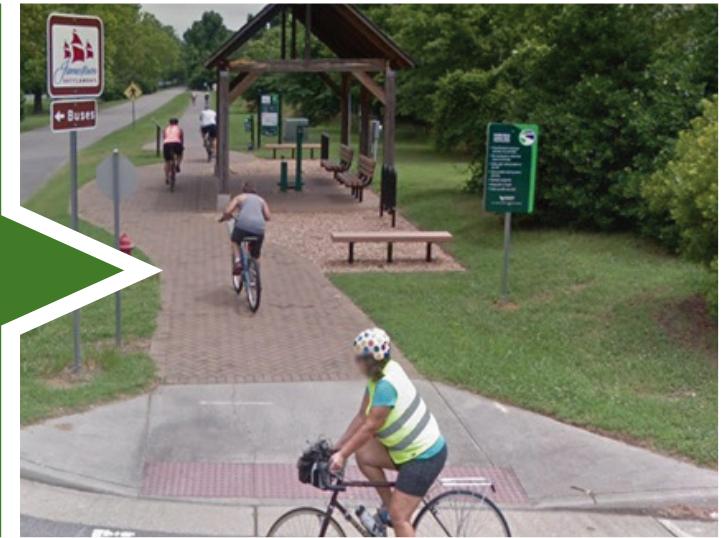


Provide funding to maintain and operate a regional flood sensor network across the Hampton Roads region.

- The HRPDC has rolled out a Flood Sensor Pilot Program consisting of 20 installed flood sensors.
- These sensors inform motorists and residents of flooded roadways and are an important tool for promoting public safety and mobility in our communities.
- The goal is to expand this pilot program to install as many as 200 sensors across the region.
- Currently, there is no funding for the maintenance of this flood sensor network.
- We request that the state provide \$3 million of funding over a five-year period for a flood sensor maintenance program in Hampton Roads.

Trails

Provide state funding to help support an interconnected regional biking and walking trail network in Hampton Roads.



- Community surveys demonstrate that biking and walking trails are economic drivers, promote alternative and environmentally sustainable transportation choices for all residents, and contribute to a community's quality of life.
- The Hampton Roads region has unanimously endorsed a regional trail network that will interconnect the region.



- We request funding to assist our region in advancing the following biking and walking trails in Hampton Roads:

- **Dismal Swamp Trail VA Section (\$3 million)**

5 miles of trail to complete the gap between the Virginia and North Carolina sections

- **Elizabeth River Trail (\$50 million)**

Approximately 7 – 10 miles planned eastern expansion

- **South Hampton Roads Trail (\$25 million)**

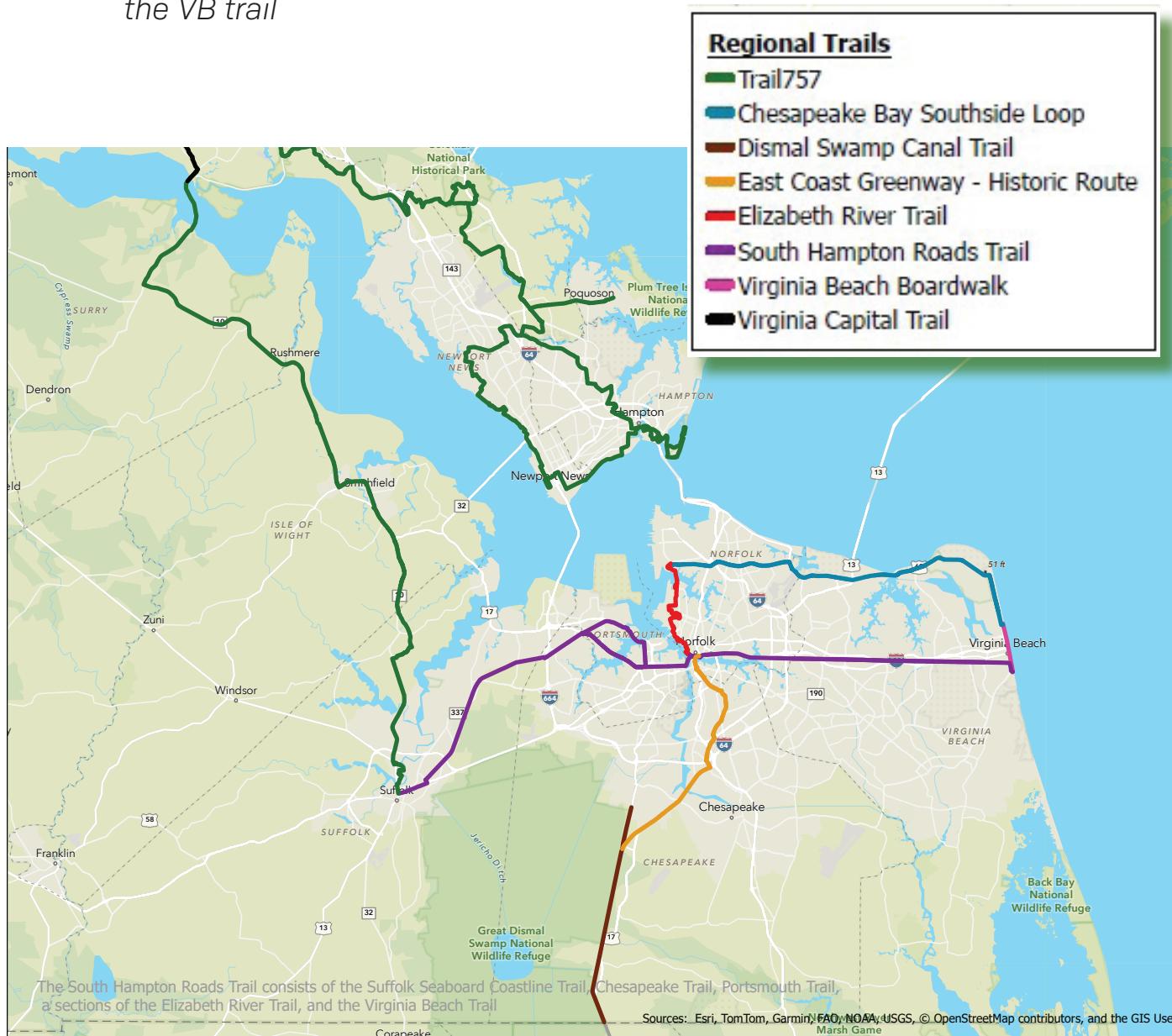
Complete sections of trail in Portsmouth

- **Trail757 (\$300 million)**

Approximately 60 miles of trail that would extend the 52-mile Virginia Capital Trail to over 100 miles connecting the Hampton Roads region and Richmond

- **Virginia Beach Trail (\$55 million)**

Funding for the design and construction of a critical 7-mile segment of the VB trail





Offshore Wind

Support legislative efforts that continue to advance Hampton Roads into a hub for the Offshore Wind Industry.



- Significant economic activity continues to occur around the offshore wind industry in Hampton Roads, including the LS GreenLink announcement to invest \$680 million to build the world's largest high-voltage direct current submarine cable facility in the City of Chesapeake.
- The region's geographic location in the Mid-Atlantic region, our harbor with no vertical obstructions, and a specialized workforce all position Hampton Roads to be the hub to support wind turbines planned for construction along the East Coast.
- We request the support of our state and federal partners to continue the momentum around offshore wind in Hampton Roads and capitalize on this significant job creation opportunity.

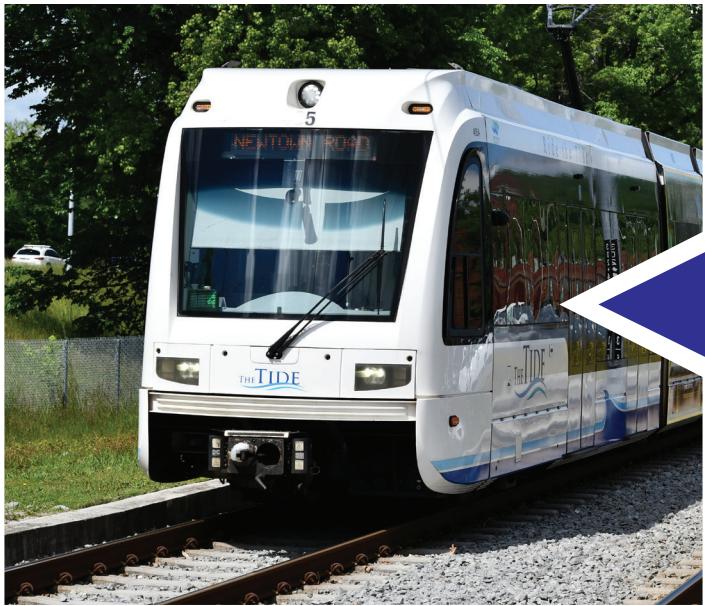
Passenger Rail

Support faster and more reliable passenger rail service between Hampton Roads, Richmond and the Northeast Corridor.



- We offer support for projects that will reduce passenger rail travel time from the Norfolk and Newport News train stations to the Richmond/I-95 corridor and Washington, DC.
- With the location of modern passenger rail stations in both Newport News and Norfolk, now is the time to continue improvements to reduce travel time and make passenger rail a competitive choice of travel.
- We request that the Hampton Roads to Richmond corridor be examined to identify projects that can decrease passenger rail travel time.





Transit Funding

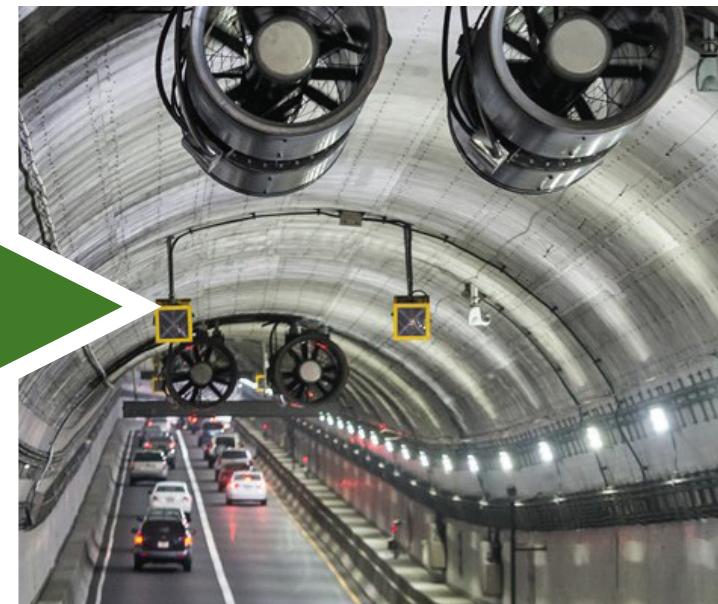
Support adequate funding for Hampton Roads' three transit providers.

- We request that the General Assembly preserve and consider increased funding to support Hampton Roads Transit, Williamsburg Area Transit Authority and Suffolk Transit.

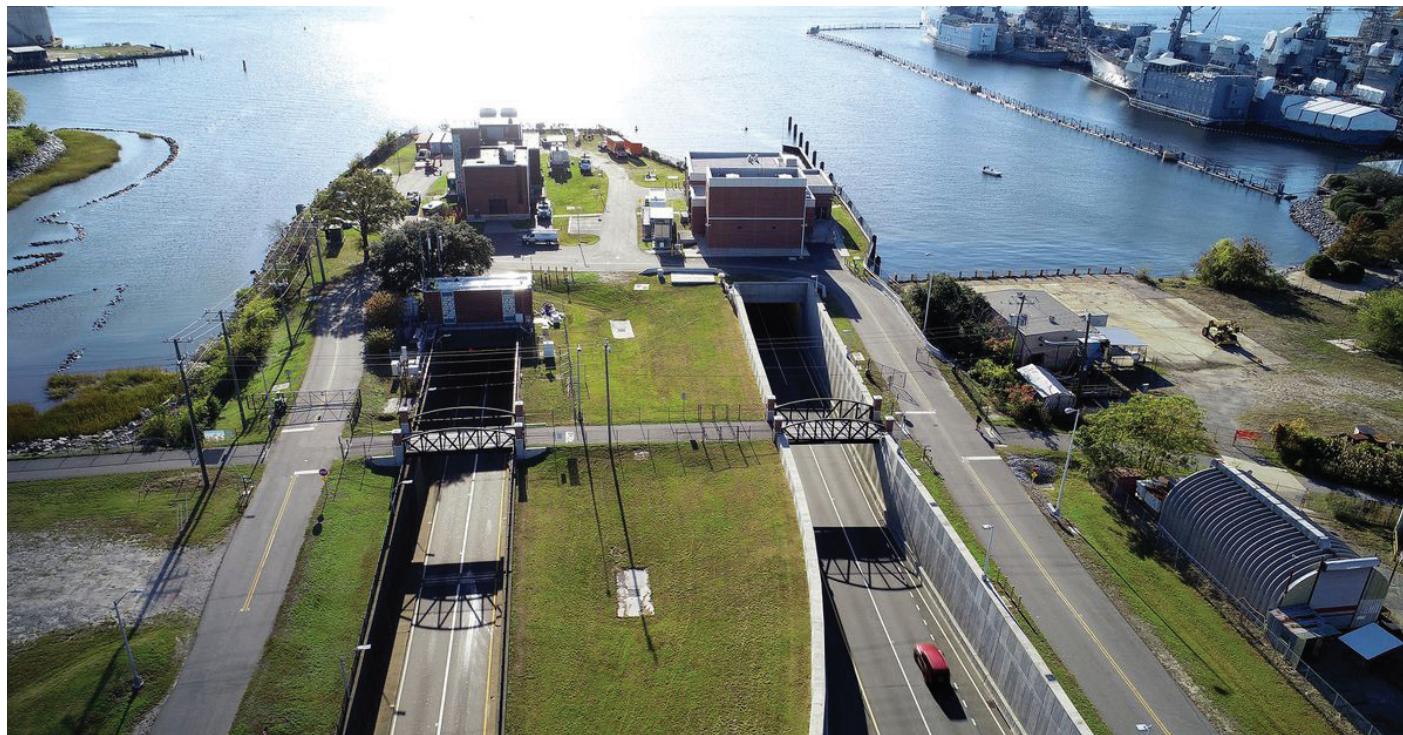


Elizabeth River Crossing Toll Relief

Continue efforts to mitigate the impact of tolls at the Downtown and Midtown Tunnels.



- We applaud the work of the Virginia General Assembly to continue to expand toll relief efforts at the Downtown and Midtown Tunnels.
- We support and encourage continued collaboration to explore all options to further reduce toll rates for our residents and businesses.



Regional Position Statements

The HRPDC/HRTPO will monitor the following Regional Position Statements during the General Assembly session and support and oppose proposed legislation as appropriate.



REGIONAL POSITION STATEMENTS

Housing

We support policy decisions that assist in providing housing opportunities for all Hampton Roads residents. The HRPDC is leading the preparation of our region's first housing assessment to identify housing gaps and needs and determine strategies to address our housing challenges. We request support for the recommendations and strategies produced by this regional housing assessment. We also support the continuation of funding for the Housing Trust Fund.



Economic Development Site Readiness

We continue to support state funding programs and policies that assist local governments with preparing shovel-ready economic development sites.



Jefferson Lab

We offer unanimous regional support for efforts to advance the Department of Energy's High Performance Data Facility at Jefferson Lab.



REGIONAL POSITION STATEMENTS



Transportation Network Maintenance and Repair

Costs for transportation system maintenance continue to rise with inflation. The Commonwealth should consider increased assistance to address these maintenance needs.



Hampton Roads Sanitation District (HRSD) Monitoring Wells

The Sustainable Water Initiative for Tomorrow (SWIFT) program is an innovative water treatment project designed to further protect the region's environment, enhance the sustainability of the region's long-term groundwater supply and help address environmental issues such as Chesapeake Bay restoration, sea level rise and land subsidence. We request funding for enhanced HRSD monitoring wells around the James River SWIFT injection site to monitor the impact of groundwater injection on the aquifer and land subsidence.



Protect Local Land Use Authority

We support maintaining and expanding local authority to plan and regulate land use and oppose any legislation that weakens these key local responsibilities.

REGIONAL POSITION STATEMENTS

Reject Unfunded Mandates

We ask that the General Assembly oppose any proposals that would impose new unfunded mandates and fiscal responsibilities on local governments.



Speed Camera Use by Localities

We ask the General Assembly to support the use of speed cameras by our localities to promote public safety within our communities.



Affordable and Qualified Childcare

The rising cost of childcare is having a significant impact on our region's families. These concerns are shared by military leadership who have identified affordable childcare as a critical priority. We support actions by the General Assembly that increase access to affordable and qualified childcare for our residents.



REGIONAL POSITION STATEMENTS



K-12 Public Education School Construction Funding

Investments in K-12 public education are critical to the health of our communities. We support efforts by the General Assembly to restore state funding to ensure our public education facilities support our K-12 public education needs.



Virginia Barrier Crime Statute

Many times, individuals who have paid their debt to society have the opportunity to be trusted advisors who can help guide and assist our youth.

The current Statute does not allow our communities to leverage these credible mentorship opportunities. We support amendments to this Statute to allow more individuals with applicable life experiences to serve as credible messengers and youth mentors.



Workforce Development

We support the efforts of the Hampton Roads Workforce Council to prepare and enhance our regional workforce capabilities, and ask for the General Assembly's continued support of these efforts.

Stay up to date on our work. Follow us on social media!



