

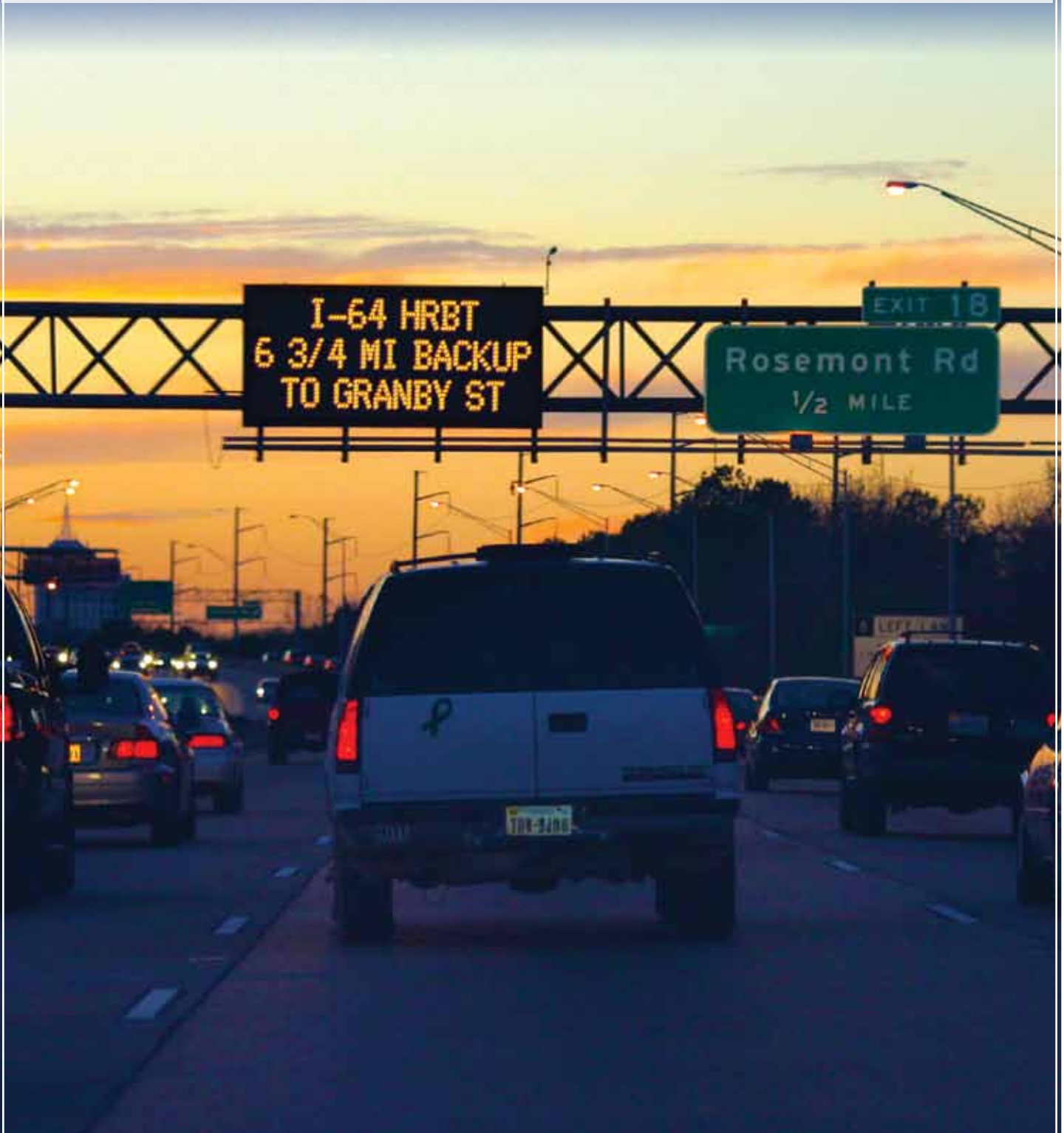
HAMPTON ROADS

TPO

TRANSPORTATION PLANNING ORGANIZATION

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CROSSINGS



In this issue...

Regional Bridge & Tunnel Analysis



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From the Editor's Desk...

We hope this issue of CROSSINGS finds you enjoying all that Summer in Hampton Roads has to offer. Since our last issue, the HRMPO...make that the HRTPO or the Hampton Road Transportation Planning Organization...had a busy Spring. The organization responsible for Hampton Roads' regional transportation planning approved changing its name to better reflect the work it performs. More importantly, the organization approved by-laws to govern the organization's activities. See the address from Executive Director Dwight Farmer regarding these changes on the facing page.



In this issue of CROSSINGS, the development of high-speed rail through the Federal government stimulus initiative and how Hampton Roads could be a beneficiary is discussed on Page 14. Speaking of stimulus, Governor Kaine continues to certify projects that will receive funding from the American Recovery and Reinvestment Act (ARRA) of 2009. See page 10 for an article that details the projects and funding Hampton Roads will receive.

Finally, the HRTPO welcomes two new employees, Benito Perez and Carlos Gonzalez. Benito is working as part of the team developing the region's 2034 Long-Range Transportation Plan. As our Public Involvement and Community Outreach Administrator, Carlos is working to ramp up our public engagement activities. Read more about them on Page 19.

As always, feel free to drop me an email with comments and suggestions.

A handwritten signature in black ink that reads "Joe".

Joe Turner
Editor

E-mail: jturner@hrpdcva.gov

Hampton Roads TPO Board Approves Bylaws and Other Reform Measures...

The Hampton Roads Transportation Planning Organization (HRTPO) Board approved its first set of Bylaws and endorsed a number of reform measures for the organization. Following the November 2007 Federal Quadrennial Certification Review, the HRTPO moved aggressively to address the Corrective Actions requested by the Federal Highway Administration (FHWA) in the review. In response to the corrective actions contained in the certification report, the HRTPO Board and staff initiated an integrated multi-step process to better define the organization's structure, policy, operations, and public access to its activities. The following summarizes key highlights of the reform process:



The HRTPO Board established the TPO Committee to review, manage, and address the FHWA corrective actions. To assist with the reform process, a national level MPO Best Practices Study was undertaken in September and completed in December 2008. Results of this study were used in enhancing the TPO organizational and administrative processes and procedures, and the public participation aspects of regional transportation planning and programming in the Hampton Roads region.

In May 2008, following my appointment, a clear distinction was established between the Hampton Roads Planning District Commission (HRPDC) and the HRTPO. This administrative distinction resulted in the creation of an independent website for the HRTPO, and publication of a separate quarterly Newsletter. Also in May 2008, a decision was made to separate the HRPDC and HRTPO Board meetings. In addition a public comment period was added to the agenda for every HRTPO Board meeting. The public comment period is now a standard item on the agenda of all HRTPO Advisory Committees and working groups.

In February 2009, the HRTPO board held its first facilitated retreat, entitled "Reform, Transform, Transcend" to discuss regional transportation visions and goals as well as the future direction of the HRTPO.

In May 2009, following the retreat and several months of intense TPO Committee work, the Board approved its first set of Bylaws, which incorporated a significant number of reform measures. The Board adopted a new three-tier voting procedure designed to ensure that the voice of its large and small member jurisdictions will be fairly accommodated. The Board added to its voting membership representatives from the Virginia Port Authority (VPA), Virginia Department of Rail and Public Transportation (DRPT), and four members of the Virginia General Assembly. The Board approved the formation of two new Transportation Advisory Committees – Citizen Transportation Advisory Committee (CTAC) and Freight Transportation Advisory Committee (FTAC). Finally, the Board has invited the military services to appoint representatives to serve as non-voting "liaisons" with full participation during the Board meetings.

The HRTPO staff structure has also been modified to include a new Deputy Executive Director position. In addition, a new Public Involvement and Community Outreach Administrator position was created and filled on June 16, 2009.

The HRTPO Board has directed the TPO Committee to complete the ongoing work of revising the Metropolitan Planning Agreement which identifies the mutual responsibilities of the HRTPO, VDOT, and the transit agencies with respect to metropolitan transportation planning. In addition, work is underway to develop a Memorandum of Understanding (MOU) clarifying the HRTPO and HRPDC working relationships.

Since May 2008, the HRTPO has accomplished major milestones as described above to develop a robust transportation planning and programming processes for the region. It is the full intention of the HRTPO staff to continue enhancing public participation in the metropolitan transportation planning process with special emphasis on engaging low-income and/or minority communities.

Dwight Z. Farmer



Clean
Air

Safety

Access

Options

Livable
Communities

Mobility

Hampton Roads 2034 Long-Range Transportation Plan

Navigating the Future



Public Input Sought on Twenty-five Year Transportation Plan

By Dale Stith, dstith@hrpdcva.gov
Transportation Planner

The HRTPO is updating the Long-Range Transportation Plan for the region. This Plan, entitled Navigating the Future, has a horizon year of 2034 and is due for completion by January 2012. It will be a guide for our region's transportation improvements and policies for the next twenty-five years.

In April 2009, a survey was conducted to gather public input regarding regional priorities and concerns, as well as project and policy ideas. Respondents were asked to imagine the year 2034 in Hampton Roads and envision what our community would look like, how we would travel, and what transportation choices would be available for the next generation. Responses from the survey will be used to help define a regional vision for the Plan, as well as identify and prioritize regional projects.

An overarching theme in the development of this Plan update is to get the public both more aware of and more involved in the long-range transportation planning process. In addition to using traditional public participation forums such as meetings, the HRTPO is also incorporating 'higher-tech' techniques such as a dedicated website (www.KeepHamptonRoadsMoving.com), e-newsletters, and social networking tools like Facebook and Twitter.

We would like to hear from every Hampton Roads citizen. This is your transportation plan for the next twenty-five years. This will be your plan that determines how we live, work, travel, and access the quality of life available to us in Hampton Roads. Please visit www.KeepHamptonRoadsMoving.com to contribute your ideas. Also, look for events and Plan updates on Facebook and Twitter.

Take an active role in shaping the future of Hampton Roads! Together, we can Keep Hampton Roads moving!

FY 2010 Unified Planning Work Program

By Mike Kimbrel, mkimbrel@hrpdca.gov
Principal Transportation Engineer

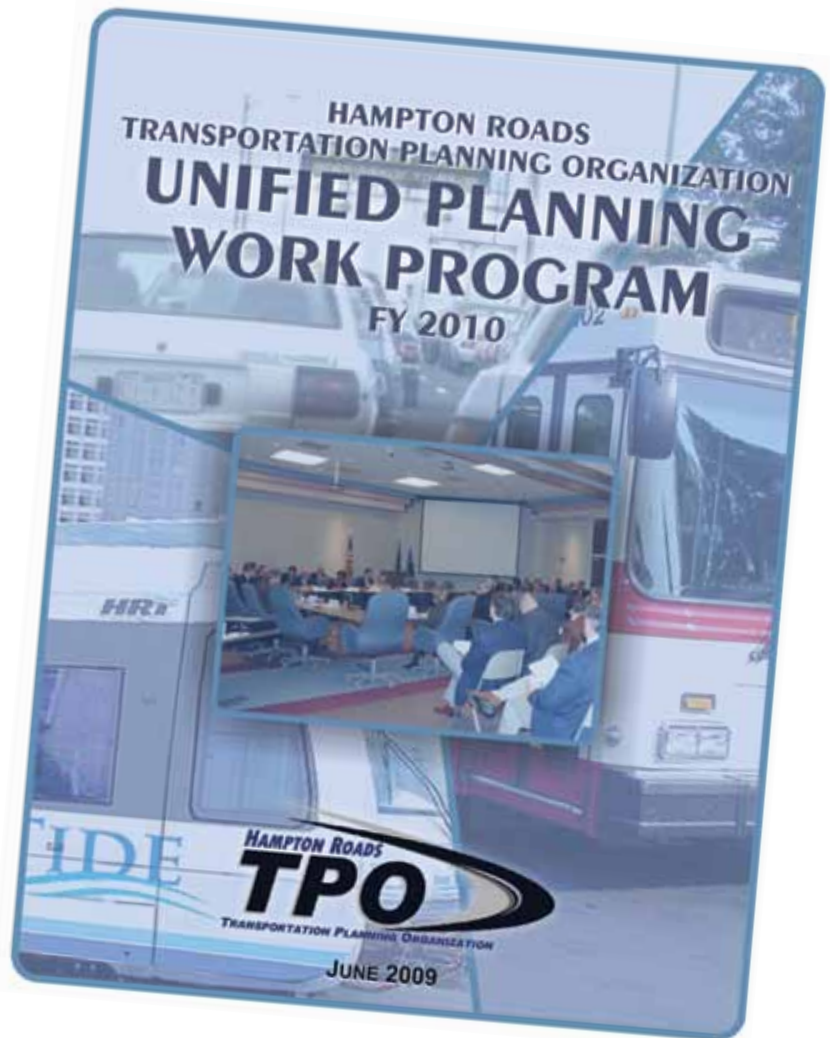
The HRTPO Fiscal Year 2010 Unified Planning Work Program (UPWP) describes transportation planning and programming work to be performed for the Hampton Roads metropolitan planning area (MPA) by the HRTPO, Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), and the Virginia Department of Transportation (VDOT) for the period from July 1, 2009 to June 30, 2010. The HRTPO UPWP includes one or more tasks in each of the following categories:

- Maintenance of the TPO Administrative Processes
- Public Participation
- Long-Range Transportation Planning
- Transportation Project Programming
- Near-Term Transportation Improvements
- Transit Planning
- Special Studies
- Transportation Database Management
- Air Quality Planning
- Technical Support

Each task in the UPWP includes a description of the work to be done, who will perform the work, the schedule for completing the work, resulting end products, the task budget, and the sources of funds.

The FY 2010 UPWP was the first Hampton Roads UPWP to undergo a public review and comment process. The first draft of the FY 2010 UPWP, sans budget and funding information, was made available for public review and comment in January 2009. The document was revised to add budget information, improve readability and organization, and address the comments received on the first draft, and a second draft was made available for public review and comment from April 16, 2009 through May 1, 2009. Final funding information was received from VDOT and the Virginia Department of Rail and Public Transportation (DRPT) at the end of April, and a third draft of the UPWP was produced to account for those figures as well as comments received on the second draft. The third draft of the UPWP was made available for public review and comment from May 14, 2009 through May 28, 2009.

The final FY 2010 UPWP was approved by the HRTPO Board on June 17, 2009 and the Federal Highway Administration on June 26, 2009.



Guidelines for the TIGER Discretionary Grants Program Released

By Jessica M. Banks, jbanks@hrpdcva.gov
Transportation Analyst

The American Recovery and Reinvestment Act (ARRA) of 2009 appropriated \$1.5 billion of Discretionary Grant funds to be awarded by the US Department of Transportation (USDOT) for capital investments in surface transportation infrastructure. The USDOT is referring to this program as Grants for "Transportation Investment Generating Economic Recovery," also known as "TIGER Discretionary Grants."

On May 18, 2009, the USDOT announced the availability of the \$1.5 billion in TIGER Discretionary Grants through an interim Federal Register notice. On June 17th, the USDOT published a revised notice of funding availability with substantive changes to the May 18th notice. The general intent of the program is to provide competitive grants for transportation projects that preserve or create near-term jobs quickly (especially in economically distressed areas) and provide measurable long-term transportation and economic benefits. In order to be competitive, candidate projects must have a significant impact on the Nation, region, or metropolitan area.

Major-impact transportation projects funded under this program may be no less than \$20 million and no greater than \$300 million. However, the USDOT does have the discretion to waive the \$20 million minimum grant size for the purpose of funding significant projects in smaller cities, regions or states. Furthermore, in order to ensure equitable geographic distribution of the funds, no more than 20% of the funds available for TIGER Discretionary Grants may be awarded to projects in a single State.

Projects that are eligible for the TIGER Discretionary Grants include capital investments in:

ELIGIBLE PROJECTS



Port Infrastructure Investments

- Includes intermodal projects that connect ports to other modes of transportation and improve efficiency of freight movement



Highway or Bridge

- Interstate rehabilitation
- Improvements to the rural collector system
- Reconstruction of overpasses and interchanges
- Bridge replacements
- Seismic retrofit projects for bridges
- Road alignments



Public Transportation

- Projects eligible under chapter 53 of title 49, United States Code
- New Starts/Small Starts projects



Passenger and Freight Rail

The Federal Register notice provides distinct criteria for the USDOT to make merit-based assessments on candidate projects. The USDOT will award TIGER Discretionary Grants based on two categories of selection criteria: Primary and Secondary. The Primary Selection Criteria includes maximization of long-term economic benefits and impacts on the Nation, region, or metropolitan area. Long-term benefits are defined as improving the condition of existing transportation facilities and systems, improving the quality of living and working environments through livable communities, improving energy efficiency and reducing greenhouse gas emissions, and improving the safety of US transportation facilities. This criteria is intended to capture the primary objects of the TIGER Discretionary Grants provision in the ARRA. As part of the Secondary Selection Criteria, the candidate project should clearly demonstrate that the innovation is designed to pursue one or more of the long-term outcomes outlined in the Primary Selection Criteria and/or significantly enhance the transportation system. The USDOT will also evaluate whether or not the candidate project shows collaboration among regional jurisdictions to achieve national or regional benefits.

SELECTION CRITERIA

Primary Selection Criteria:



Long-Term Outcomes

- State of good repair
- Economic competitiveness
- Livability
- Sustainability
- Safety



Job Creation and Economic Stimulus

- Quickly create and preserve jobs
- Stimulate rapid increases in economic activity

Secondary Selection Criteria:



Innovation

- Innovative strategies to pursue long-term outcomes



Partnership

- Strong collaboration among broad range of participants
- Integration of transportation with other public service efforts

The USDOT will give priority to projects requiring a lower contribution of Federal funds in order to complete an overall financing package that includes non-Federal funds. Priority will also be given to projects that can be completed within a three-year time frame, by February 17, 2012.

Applications for TIGER Discretionary Grants must be submitted by September 15, 2009 by state and local governments and agencies, metropolitan planning organizations (MPOs), transit agencies, port authorities and multi-state or multi-jurisdictional applicants. Projects selected for TIGER Discretionary Grants will be announced by the USDOT as soon as possible after the September 15th deadline but no later than February 17, 2010.

For more information about the USDOT TIGER Discretionary Grants program, please visit:
<http://www.dot.gov/recovery/ost/>

To view the Federal Register notice, please visit: <http://edocket.access.gpo.gov/2009/pdf/E9-14262.pdf>

Regional Bridge and Tunnel Analysis

By Keith Nichols, knichols@hrpdca.gov

Senior Transportation Engineer

As anyone who regularly travels throughout Hampton Roads knows, the worst traffic congestion can usually be found at our region's bridges and tunnels. Whether it's a 10 mile backup on a Friday afternoon at the Hampton Roads Bridge-Tunnel or a multi-car pileup at the High Rise Bridge, traveling across the major water crossings in Hampton Roads can often be a chore.

Since bridges and tunnels are a critical part not only of the Hampton Roads transportation network but also the economic vitality of the region, HRTPO staff looked in detail at the traffic characteristics of the region's major bridges and tunnels. This study looked at annual traffic volumes and trends at each facility; traffic characteristics by time of day, day of week, and season; backups at the Hampton Roads Bridge-Tunnel; and overheight vehicles at the region's tunnels.

Eleven major crossings throughout the region were included in the study. They include the Hampton Roads harbor crossings (the Hampton Roads Bridge-Tunnel, Monitor-Merrimac Memorial Bridge-Tunnel, and the James River Bridge), the Elizabeth River Southern Branch crossings (the Midtown Tunnel, Downtown Tunnel, the former Jordan Bridge, Gilmerton Bridge, High Rise Bridge, and the Steel Bridge), as well as the Coleman Bridge and the Chesapeake Bay Bridge-Tunnel.

Some interesting facts from the Regional Bridge and Tunnel Analysis include:

- The Downtown Tunnel is the busiest of the major water crossings in Hampton Roads with about 100,000 vehicles traveling through the facility each weekday in 2008.
- About 170,000 vehicles crossed the Hampton Roads harbor each day in 2008, with the number swelling to over 200,000 vehicles on the busiest weekdays. The number of vehicles that cross the Hampton Roads harbor increased 69% from 1990 to 2008, which is more than three times greater than the increase in regional travel during that time.
- About 260,000 vehicles crossed the Southern Branch of the Elizabeth River each day in 2008. This number increased 36% from 1990 to 2008, a little less than twice the increase in regional travel.

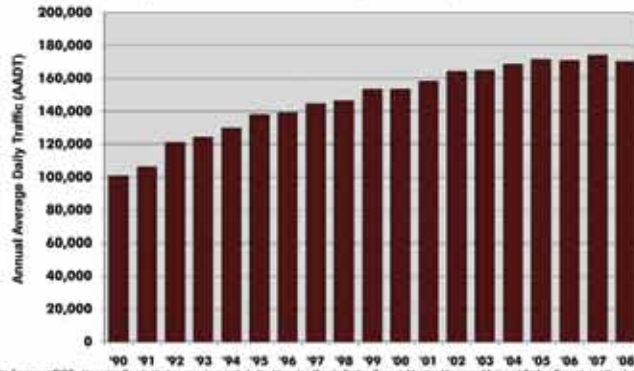
- The tunnels throughout the region can handle only about 1,600 vehicles per hour for each lane of the facility. By comparison, an urban freeway can handle about 2,200 vehicles per hour for each lane under ideal conditions.
- Afternoon backups at the Hampton Roads Bridge-Tunnel vary greatly by the day of the week and the time of the year. For example:
 - The longest westbound backups average about 3 miles on Mondays but over 6 miles on Fridays throughout the year.
 - The longest eastbound backups average about 2 miles on Mondays but over 4 miles on Fridays throughout the year.
 - The longest westbound backups average about 4.5 miles on Wednesdays during the winter but over 6.5 miles during the summer.
 - Eastbound, the longest backups average less than 2 miles on Wednesdays during the winter but more than 4 miles during the summer.
 - On Saturdays, the Hampton Roads Bridge-Tunnel has backups for 10 hours a day during the summer, with the eastbound backup topping out at over 5 miles.

The Regional Bridge and Tunnel Analysis was completed by HRTPO staff under the Congestion Management Process, which is a program that addresses congestion by providing information on transportation system performance and alternative transportation strategies. For more information on the regional Congestion Management Process, visit http://www.hrtpo.org/TPO_CMP.asp. More information on the Regional Bridge and Tunnel Analysis is available at http://hrtpo.org/TPO_Presentations.asp.

Harbor Crossings

- The volume of vehicles crossing the Hampton Roads harbor increased 69% from 1990 to 2008.

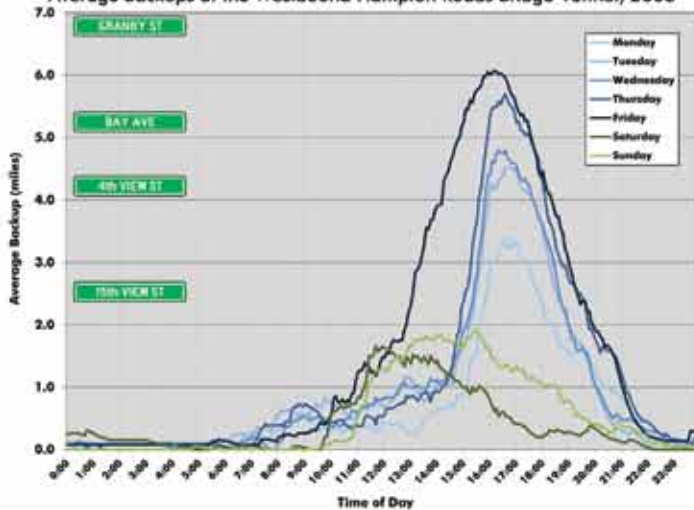
Annual Average Daily Traffic Volumes Crossing the Hampton Roads Harbor, 1990 - 2008



Data Source: VDOT. Hampton Roads Harbor crossings include the Hampton Roads Bridge-Tunnel, Monitor-Merrimac Memorial Bridge-Tunnel, and the James River Bridge.

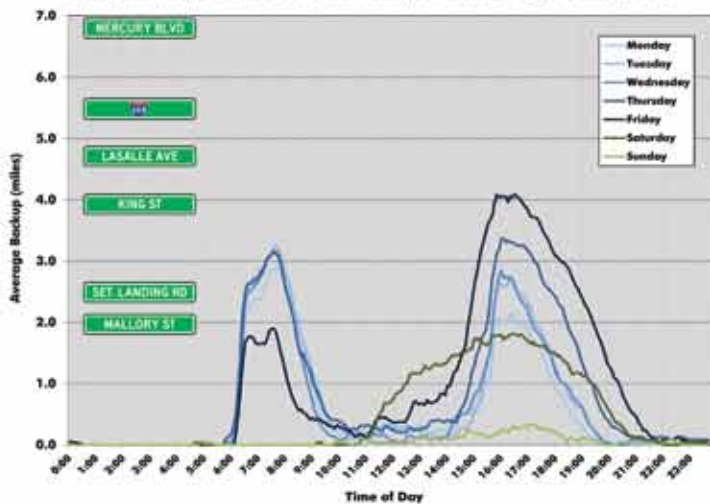
HRBT Delays-Westbound

Average Backups at the Westbound Hampton Roads Bridge-Tunnel, 2008



HRBT Delays-Eastbound

Average Backups at the Eastbound Hampton Roads Bridge-Tunnel, 2008



Virginia ARRA stimulus funding for Hampton Roads

By Jessica M. Banks, jbanks@hrpdcva.gov
 Transportation Analyst

Under the American Recovery and Reinvestment Act (ARRA) of 2009, the Commonwealth of Virginia received \$694 million for highway and bridge projects. The ARRA funds provide the Commonwealth a unique opportunity to accelerate and increase transportation infrastructure projects. The priority for ARRA funding is to implement ready-to-go projects as quickly as possible and meet the federal delivery criteria contained in the ARRA.

Apportionment of these funds pursuant to the ARRA include:

- \$21M (3%) set aside for Transportation Enhancements
- \$208M (30%) distributed by federal STP population formula
 - \$118M (17%) Urbanized MPOs (>200,000 population)
 - \$76M (11%) Small Urban (50,000 – 200,000 population)
 - \$14M (2%) Rural Area (<5,000 population)
- \$465M (67%) available for Statewide projects

The five largest metropolitan planning organizations (MPOs) in Virginia received \$118 million in Regional Surface Transportation Program funds, with the HRTPO directly receiving \$41 million. MPOs with populations larger than 200,000 have discretion over project funding allocations. Project funding decisions will be made by the Commonwealth Transportation Board (CTB) for statewide Transportation Enhancements and for areas with populations smaller than 200,000. On March 18, 2009, the HRTPO Board approved project selections for the \$41

million ARRA funds.

States are required to obligate 50% of the ARRA funds within 120 days of federal apportionment (by June 30, 2009), with the remaining funds obligated within one-year of the apportionment date – effectively by March 2, 2010. Governors must certify that the proposed infrastructure investment has received the full review and vetting required by the ARRA and that the investment is an appropriate use of taxpayer dollars.

Working in collaboration with the Virginia Department of Transportation, the CTB established Program Priorities for ARRA project selection in the areas of:

- Base Closure and Realignment (BRAC)
- Structurally Deficient Bridges
- Deficient Pavements
- Cancelled or delayed Highway and Rail projects
- Transportation Enhancements

In accordance with the parameters set forth by President Barack Obama’s economic stimulus act, the CTB identified projects which are “shovel ready” and can be let to construction in a very short timeframe. As of June 10, 2009, Governor Timothy M. Kaine certified to use \$481 million for eligible state and local projects that meet the stringent federal rules and timeframes outlined in the ARRA. As shown in the summary table below, the certification includes nine transportation projects in the Hampton Roads District to be funded with \$89 million of Statewide and Enhancement ARRA funds.

Governor Certified ARRA Projects

As of June 10, 2009

District	Number of Projects	Total ARRA Funding
Bristol	6	\$32,330,399
Culpepper	12	\$23,129,567
Fredericksburg	7	\$51,553,359
Hampton Roads	9	\$89,040,879
Lynchburg	10	\$53,871,234
Northern Virginia	15	\$96,107,624
Richmond	7	\$46,966,799
Salem	19	\$57,644,383
Staunton	8	\$31,120,546
Total	93	\$481,764,790

Source: Virginia American Recovery and Reinvestment Act website: <http://stimulus.virginia.gov/>

Note: The Governor's certified projects include: Transportation Enhancements, Small Urban, Rural and Statewide appropriations.

Given the relatively short deadlines of the ARRA, many of the projects have already completed the environmental clearance and preliminary engineering process. Other projects have been identified to further statewide pavement management goals. Although Hampton Roads will not be receiving Statewide ARRA funds for Structurally Deficient Bridges projects, the Governor certified to obligate \$89 million for the following nine projects:

Hampton Roads Governor Certified ARRA Projects

As of June 10, 2009

Project Description	ARRA Funding
Fort Eustis Boulevard: major widening of 3.6 miles from east of Route 143 to west of Route 17 (Newport News and York County)	\$27,731,101
Interstate 464: pavement resurfacing 5.9 miles (Chesapeake and Norfolk)	\$5,783,940
Interstate 64: pavement resurfacing 15.6 miles (Chesapeake)	\$17,940,849
Interstate 264: pavement resurfacing 12.8 miles (Portsmouth)	\$9,204,524
Routes 64, 60, 143, 321: pavement resurfacing (James City County)	\$7,363,364
Witchduck Road: major widening from Bonney Road to Grayson Road (Virginia Beach)	\$10,607,101
Route 164 Rail: additional rail line (Portsmouth)	\$9,000,000
Dismal Swamp Canal Trail extension (Chesapeake)	\$1,300,000
STAR Transit: Purchase two replacement vans (Eastern Shore)	\$110,000
Total Statewide ARRA funding in Hampton Roads as of June 10, 2009:	\$89,040,879

Source: Virginia American Recovery and Reinvestment Act website: <http://stimulus.virginia.gov/>

Note: The Governor's certified projects include Transportation Enhancements, Small Urban, Rural and Statewide appropriations.

It is expected that the Governor will be making additional certifications of ARRA funding obligations that will impact the Hampton Roads District prior to the March 2, 2010 obligation deadline. For instance, a Transportation Improvement Program (TIP) amendment has been submitted to be processed with VDOT for the pavement and shoulder rehabilitation of 7.5 miles on Interstate 664. Once the TIP amendment is finalized, \$20,175,000 of Statewide ARRA funds will be applied to this project. Other potential projects that have been recommended by the CTB to receive Statewide ARRA funds are the resurfacing of Mercury Boulevard in Hampton, the widening of Princess Anne Road in Virginia Beach, and the new construction of an on-dock rail capacity at the Norfolk International Terminals Central Rail Yard in Norfolk.

For more information on Virginia's certified projects and the American Recovery and Reinvestment Act, please visit: <http://stimulus.virginia.gov>.

For more information about the Hampton Roads Transportation Improvement Program (TIP), please visit: http://www.hrtpo.org/TPO_TIP.asp.



Regional ITS Architecture Update

By Keith Nichols, knichols@hrpdca.gov
Senior Transportation Engineer

As regional highways become more congested and funding for roadway projects decreases, Intelligent Transportation Systems (ITS) technologies have become even more important as a cost-effective method of maximizing the use of the existing roadway network. There are various ITS technologies used throughout Hampton Roads including closed circuit cameras, changeable message sign boards, electronic toll collection, highway advisory radio, 511 Virginia, etc.

A significant amount of planning goes into preparing ITS projects, especially determining how both the equipment and operating agencies will communicate with each other. This is where regional ITS architectures come into play. ITS architectures help guide the integration of ITS components as well as facilitate relationships among the various agencies. ITS architectures also help establish a consensus as to what future ITS projects will be needed in the region and how they will fit into the existing system.

Hampton Roads has had an ITS Committee in place to help with regional ITS and transportation operations planning since the early 1990s. This committee has a variety of participants including local and state transportation operations staff, the Federal Highway Administration, transit operators, the military, and HRTPO staff. In recent years the committee was renamed the Transportation Operations working group to reflect the wider scope of the committee and added additional stakeholders including first responders, state and local police, and university researchers. Through this committee's efforts the first Hampton Roads Regional ITS architecture was developed in 1995 and updated in 2000 and 2004.

In 2008, VDOT provided funds to update regional ITS architectures as well as to create a statewide ITS architecture. In late 2008 and early 2009, various stakeholders throughout Hampton Roads met to discuss what changes should be included in the updated regional ITS architecture. Based on these meetings an updated regional ITS architecture has been prepared that will help keep Hampton Roads a leader in the use of Intelligent Transportation Systems and Transportation Operations.

The ITS Architecture will continue to be updated in the future with the help of the Hampton Roads Transportation Operations working group. For more information on ITS and transportation operations in Hampton Roads, visit http://www.hrtpo.org/TPO_ITS.asp.



Redesignation Of The Hampton Roads Air Quality Area

By Mike Kimbrel, mkimbrel@hrpdcva.gov

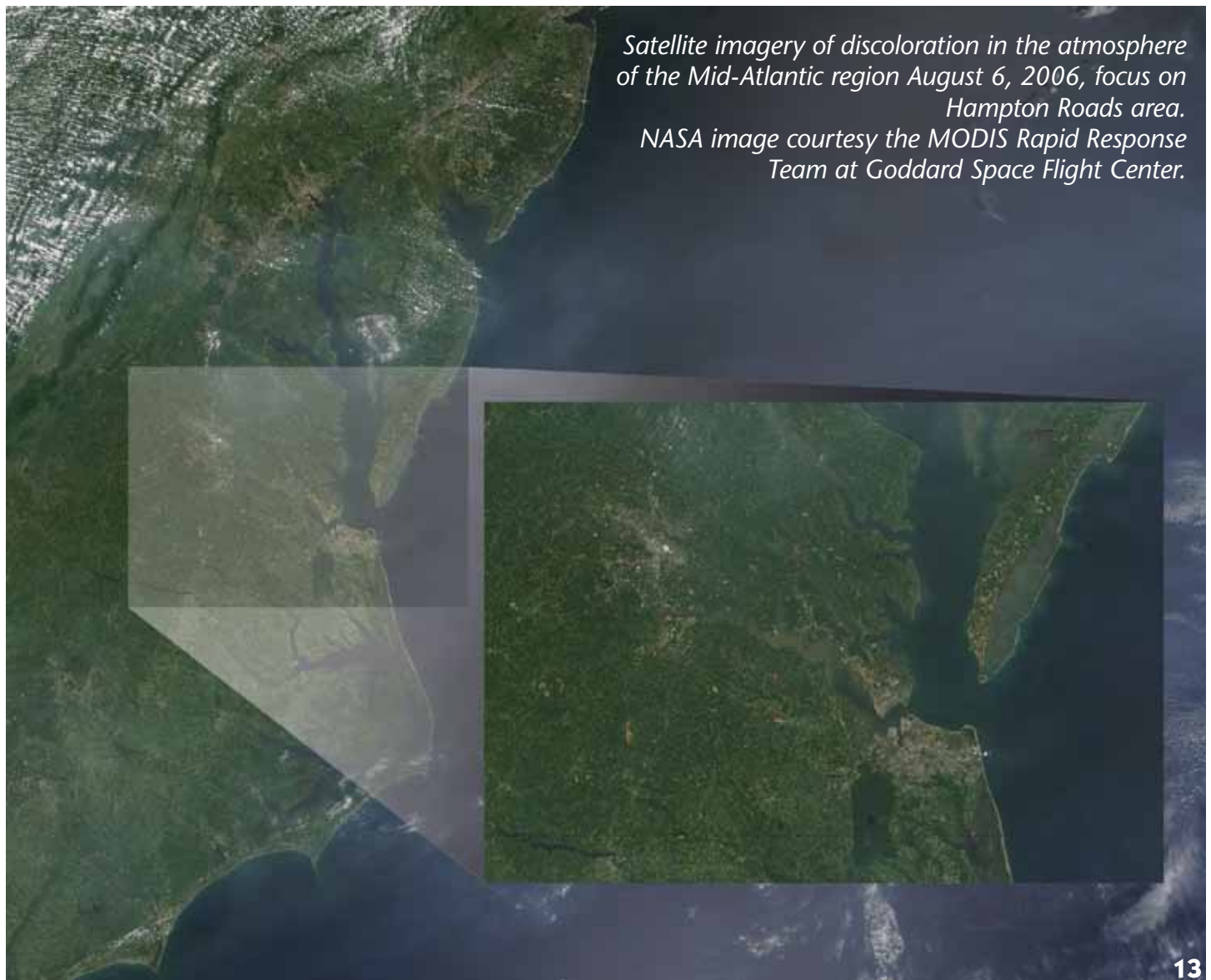
Principal Transportation Engineer

In March 2008, the Environmental Protection Agency (EPA) revised the National Ambient Air Quality Standard (NAAQS) for ozone, setting the new 8-hour ozone standard at 75 parts per billion (ppb) – down from the 80 ppb (effectively 85 ppb due to rounding) standard set in 1997. The Clean Air Act requires the Governor of each state, or his delegated representative, to provide to EPA recommendations for NAAQS designations one year after revision of the standard. These designations must be based on the most recent air quality monitoring data and must consider several other factors.

Hampton Roads achieved the 1997 standard and was designated an attainment area in 2007. However, based on the new standard and the average ozone readings in Hampton Roads for the last three years (77 ppb), the

Virginia Department of Environmental Quality (DEQ) has recommended that Hampton Roads be redesignated as a nonattainment area for ozone. This recommendation was transmitted to EPA on March 11, 2009. Final designations are due to be published by EPA in March of 2010.

Ozone is primarily a summertime pollutant that results from a chemical reaction between volatile organic compounds (VOCs) and nitrogen oxides (NOx) in the presence of sunlight. While ozone in the upper atmosphere has the beneficial quality of limiting the amount of damaging ultraviolet light that reaches the Earth's surface, ground level ozone is a primary component of smog. Ozone is harmful to the respiratory systems of people and animals and damaging to vegetation.



Satellite imagery of discoloration in the atmosphere of the Mid-Atlantic region August 6, 2006, focus on Hampton Roads area. NASA image courtesy the MODIS Rapid Response Team at Goddard Space Flight Center.

Vision for High Speed Rail in America: A New Transportation Vision

By Camelia Ravanbakht, cravanbakht@hrpdca.gov
HRTPO Deputy Executive Director

President Obama proposes to help address the Nation's transportation challenges by investing in an efficient, high-speed passenger rail network of 100–600 mile intercity corridors that connect communities across America. This vision builds on the successful highway and aviation development models with a 21st century solution that focuses on a clean, energy-efficient option.

Developing a comprehensive high-speed intercity passenger rail network will require a long-term commitment at both the Federal and State levels. The President proposes to jump-start the process with the \$8 billion down payment provided in the American Recovery and Reinvestment Act (ARRA) and a high-speed rail grant program of \$1 billion per year. These first steps emphasize strategic investments that will yield tangible benefits to intercity rail infrastructure, equipment, performance, and intermodal connections over the next several years, while also creating a "pipeline" of projects to enable future corridor development.

VISION *for* HIGH-SPEED RAIL *in* AMERICA



Proposed Funding Approach

In order to meet the goals of the ARRA while initiating a transformational new program, three funding “tracks” are proposed:

- **Projects.** Provide grants to complete individual projects that are “ready to go” with preliminary engineering and environmental work completed.
- **Corridor programs.** Enter into cooperative agreements to develop entire phases or geographic sections of corridor programs that have completed corridor plans and environmental documentation, and have a prioritized list of projects to meet the corridor objectives.
- **Planning.** Enter into cooperative agreements for planning activities using non-ARRA appropriations funds, in order to create the corridor program and project pipeline needed to fully develop a high-speed rail network.

As outlined in the ARRA, program evaluation will be based on “transparent, merit-based selection criteria.” Criteria will include:

Public Benefits. The extent to which the project or corridor program provides specific, measurable, achievable benefits in a timely and cost-effective manner, including: (1) contributing to economic recovery efforts, (2) advancing strategic transportation goals, and (3) furthering other passenger rail goals articulated in the Passenger Rail Investment and Improvement Act of 2008.

Risk Mitigation. The extent to which the project or corridor program addresses critical success factors, including: (1) fiscal and institutional capacity to carry out projects, (2) realistic financial plans for covering capital and operating costs, (3) formal commitments from key stakeholders, and (4) adequate project management oversight experience and procedures.

Next Steps

The U.S. Department of Transportation intends to seek structured input from stakeholders and the public throughout the process of developing and implementing the strategy. The Federal Railroad Administration held a series of workshops to reach out to the rail community in seven regions across the country to seek input on the Interim Guidance the agency was required to issue on June 17, 2009 for the \$8 billion in grant funds provided by the ARRA for the high-speed rail corridors program, intercity passenger rail grants, and congestion grants. HRTPO staff attended the June 1 Workshop in Chicago.

Southeast High Speed Rail Corridor

The Virginia Department of Rail and Public Transit (DRPT) have been working with North Carolina, South Carolina and Georgia to advance high-speed rail in the southeast. The corridor will connect Washington, DC, Richmond, Raleigh, Charlotte and Atlanta with a spur from Richmond to Hampton Roads. For additional information on this project, please visit the Southeast High Speed Rail Corridor web site (<http://www.sehsr.org/>).

Strategic *Transportation* Goals

- Ensure safe and efficient transportation choices
- Build a foundation for economic competitiveness
- Promote energy efficiency and environmental quality
- Support interconnected livable communities

The State of Transportation in Hampton Roads

UPDATE

Strategic and Targeted Roadway Solutions (STARS) Program

By Keith Nichols, knichols@hrpdcva.gov
Senior Transportation Engineer

As part of an effort to improve safety at hazardous locations throughout the state, the Virginia Department of Transportation (VDOT) created the Strategic and Targeted Roadway Solutions (STARS) program. STARS is a program that brings together traffic and safety engineers from various agencies to identify locations where there are safety and congestion problems that can be improved by short-term, low-cost improvements.

Each region throughout Virginia has a STARS committee that manages the program in their area. Each STARS committee meets on a regular basis to identify these hazardous locations, conduct Roadway Safety Assessments (RSAs) and evaluate the results. RSAs are formal examinations conducted at the site by a team of professionals to identify roadway safety problems.

There are a total of three phases in the STARS program with various locations being analyzed in each phase. Recently the first phase of STARS in Hampton Roads was completed. Locations in the first phase included Routes 17, 134 and 171 in York County, I-64 at the I-264 interchange in Norfolk, and Route 60 at Lightfoot Road at the James City/York County Line. Recommendations were made for both short-term and long-term solutions to help alleviate safety hazards at these locations, including changes in pavement markings, lengthening turn lanes, adding additional signage, and access management changes.

The second phase of the STARS program is currently underway. Locations in the second phase include Jefferson Avenue and Warwick Boulevard in Newport News and Route 17 in Isle of Wight County. Locations in the final phase of the STARS program will be determined at a later date.



Opportunity Analysis for Non-Drivers in Hampton Roads

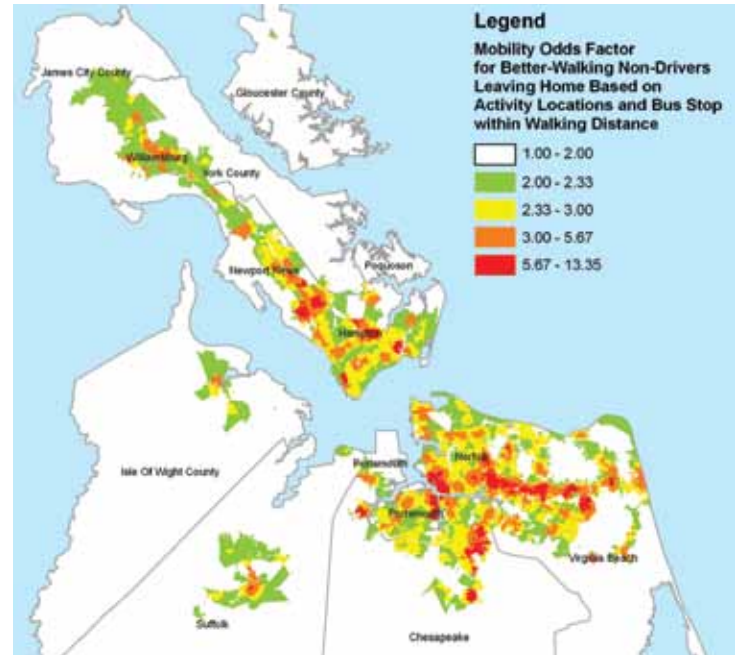
By Rob Case, P.E., rcase@hrpdcva.gov

Principal Transportation Engineer

Based on the 2007 HRTPO statistical/geographic analysis of its survey of non-drivers in Hampton Roads, living within walking distance of bus stops and activity locations—businesses, government facilities, churches, etc.—measurably increases the mobility of better-walking non-drivers. Therefore, two ways local governments impact non-driver mobility is through 1) providing bus service near non-driver residences, and 2) using zoning authority and capital budgets to place activity locations and non-driver residences within walking distance of each other. In order to measure the success of localities' efforts of placing non-driver residences, activity locations, and bus stops near each other, an opportunity analysis of the mobility advantage provided to better-walking non-drivers at each residential location in Hampton Roads was conducted this fiscal year. The study examines the mobility advantage provided via proximity to activity locations and bus stops.

First, each block in Hampton Roads was categorized according to whether or not it is close enough to a bus stop to enjoy the mobility effect of bus stops. Then, the activity locations within walking distance of each block were aggregated. Finally, using coefficients from the 2007 HRTPO statistical/geographic analysis of its survey of local non-drivers, a mobility odds factor for each of the 20,000 blocks in Hampton Roads was calculated based on the above bus stop and activity location proximity. This factor indicates the degree to which living in a given location increases a better-walking non-driver's odds of leaving the home on a given day.

As shown on the map, high mobility is provided to non-drivers living along the Virginia Beach Boulevard corridor in Virginia Beach and in activity centers such as Oyster

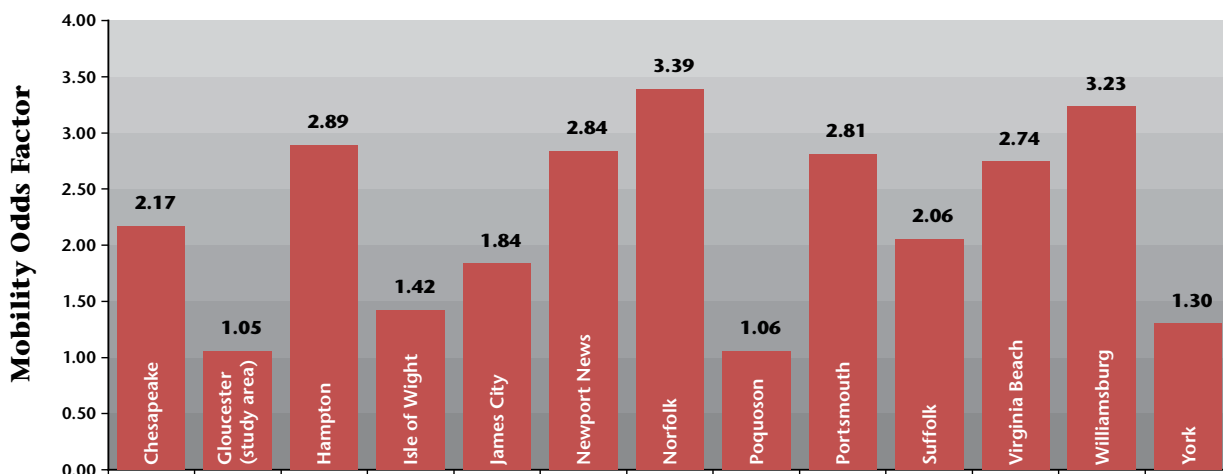


Point, Coliseum Central, Greenbrier, and the downtown areas of Williamsburg, Newport News, Hampton, Norfolk, Portsmouth, Suffolk, and Smithfield.

As you can see in the chart, not surprisingly Williamsburg and the central Hampton Roads cities of Newport News, Hampton, Norfolk, and Portsmouth provide high mobility to better-walking non-drivers. Also, the success of Virginia Beach is noted.

In addition to providing localities with a measure of their success in providing mobility to non-drivers, the study also identifies specific locations where significant numbers of non-drivers could benefit from the higher mobility provided by nearby activity locations and bus service. Gaps in local bike path and sidewalk systems are also indicated.

Mobility Odds Factor based on Nearby Activity Locations & Bus Stop, for Average Non-Driver, Hampton Roads



Transit Vision Plan Provides Opportunity to Expand Public Engagement Techniques

By Laura Surface, lsurface@hrpdca.gov
Transportation GIS Planner

The HRTPO strives to develop effective and innovative ways to reach out to and engage the public in the transportation planning process. In the summer of 2008, the Virginia Department of Rail and Public Transportation (DRPT) requested that the HRTPO manage the development of a public transportation plan for Hampton Roads. The plan became known as the Transit Vision Plan (TVP). The goal of the TVP is to use higher-speed transit corridors to provide substantial mobility by means other than the automobile. Recognizing the significance of such a plan and the impact it will have on Hampton Roads, the HRTPO staff set out to ensure the public was informed and engaged in the TVP development process.

To reach as many communities as possible, the HRTPO staff conducted the first HRTPO Walkabout. The Walkabout was designed to spread the word about two public meetings being held in February 2009 to solicit comments regarding the TVP. A specific goal of the Walkabout team was to inform traditionally underserved populations about the TVP and the related public meetings, and to encourage people from those neighborhoods to get involved in the development of the TVP.

To achieve this goal, HRTPO staff used a Geographic Information System (GIS) and Census data to locate and map areas with high concentrations of poverty level households, the target population for the TVP public meetings. These maps were overlaid with the locations of community centers, churches, bus transfer stations, and libraries. Using this information, HRTPO staff divided

into two teams of two people each and spent a full day traversing the region, getting into the target communities and meeting people, posting flyers, and answering questions. When possible, teams made contact with representatives of the selected sites and requested that they post and/or announce the meetings to their groups. Such requests were met positively and encouraged staff to stop at additional locations they discovered along the way. In all, information was successfully delivered to 75 locations throughout Hampton Roads. Both the Peninsula and the Southside meetings were well attended.

Although this undertaking was time consuming, HRTPO staff learned that using community meeting places, whether it is a church or a community center, is a great way to spread the word. The HRTPO staff plans to use similar techniques in the future.

a transit vision plan
for HAMPTON ROADS



HRTPO Welcomes New Employees

Carlos Gonzalez, Public Involvement and Community Outreach

Administrator– Mr. Gonzalez joined the HRTPO team in June. Prior to joining the HRTPO, Carlos spent over eight years as an employee of the FHWA. His most recent duty station was in Atlanta as a Transportation Planner where he provided federal oversight and assistance during the development and implementation of transportation plans and programs for metropolitan planning organizations in Georgia. Prior to his time in Georgia, he was an FHWA Community Planner in Washington DC where he provided technical support for three FHWA programs: Community Impact Assessments, Public Involvement, and Environmental Justice. Carlos has a Master of Regional Planning from Cornell University and two bachelor's degrees (Journalism and Spanish) from California State University.



As the HRTPO's Public Involvement and Community Outreach Administrator, Mr. Gonzalez will coordinate and implement the HRTPO's public outreach activities to engage the general public and key stakeholders. His responsibilities include the design and development of civic engagement processes, programs, projects and activities to support the mission of the HRTPO, as well as included in the implementation of the Environmental Justice and Title VI requirements as they relate to the HRTPO. Contact Carlos Gonzalez at cgonzalez@hrpdca.gov.

Welcome to the team Carlos!

Benito Perez, Transportation Engineer/Planner – Mr. Perez joined the HRTPO staff in June. Benito holds a Bachelor's degree in Sociology from the University of Maryland and just completed dual master's degrees, Urban and Regional Planning and Transportation Engineering, from the University of Florida. Professionally, Mr. Perez has worked for the Federal Highway Administration (FHWA) as an Operation Analyst charged with developing a database and providing support for the FHWA Tolling and Pricing Initiatives. He has also worked as a Program Analyst for the District of Columbia Department of Transportation: Mass Transit Administration, focusing on the DC Streetcar project, Commuter Bus Initiative, and improving the agency's public involvement process.



As a Transportation Engineer, Benito will be part of a team developing a multi-modal long-range transportation plan for the region. Additionally, he will work with and support the region's travel demand forecasting model for project evaluation, corridor studies, and as a tool for evaluating the region's transportation system. Contact Benito Perez at bperez@hrpdca.gov.

Welcome aboard Benito!

Glynis M. Mitchell, Administrative Assistant II– Glynis M. Mitchell joined the HRPDC staff in June 2009. Ms. Mitchell served two years in the U.S. Air Force as an Administrative Professional before receiving an honorable discharge upon the arrival of her first child. Glynis has worked as an administrative assistant in various corporations for all levels of executives from managers to senior vice presidents. Glynis earned her Certified Professional Secretary certification in December 2006 and her Certified Administrative Professional certification in May 2007.



As an Administrative Assistant II for the HRPDC, Glynis will be responsible for transcribing the minutes from the monthly PDC and TPO meetings. Contact Glynis Mitchell at gmitchell@hrpdca.gov.

We welcome you with open arms Glynis!

Voting Members

Chesapeake

Alan P. Krasnoff

Gloucester County

Christian D. Rilee

Hampton

Molly J. Ward

Isle Of Wight County

Stan D. Clark

James City County

Bruce C. Goodson

Newport News

Joe S. Frank

Norfolk

Paul D. Fraim

Members Of The Virginia Senate

To Be Appointed

To Be Appointed

Members Of The Virginia House Of Delegates

The Honorable G. Glenn Oder

The Honorable John A. Cosgrove

Transportation District Commission Of Hampton Roads

Michael S. Townes, President/Chief Executive Officer

Williamsburg Area Transit Authority

Mark D. Rickards, Executive Director

Virginia Department Of Transportation

Dennis W. Heuer, District Administrator – Hampton Roads District

Virginia Department Of Rail And Public Transportation

Corey W. Hill, Chief Of Public Transportation

Virginia Port Authority

Jerry A. Bridges, Executive Director

Poquoson

Gordon C. Helsel, Jr

Portsmouth

Douglas L. Smith

Suffolk

Linda T. Johnson

Virginia Beach

William D. Sessoms, Jr

Williamsburg

Jeanne Zeidler

York County

Thomas G. Shepperd, Jr.

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Gloucester County

Brenda G. Garton

Hampton

James B. Oliver

Isle Of Wight County

W. Douglas Caskey

James City County

Sanford B. Wanner

Newport News

Randy W. Hildebrandt

Norfolk

Regina V.K. Williams

Federal Highway Administration

Roberto Fonseca-Martinez,

Division Administrator – Virginia Division

Federal Transit Administration

Letitia A. Thompson, Regional Administrator, Region 3

Federal Aviation Administration

Jeffrey W. Breeden,

Airport Planner, Washington Airports District Office

Virginia Department Of Aviation

Randall P. Burdette, Director

Peninsula Airport Commission

Ken Spirito, Executive Director

Norfolk Airport Authority

Wayne E. Shank, Executive Director

Chair – Citizen Transportation Advisory Committee

To Be Determined

Chair – Freight Transportation Advisory Committee

To Be Determined

 <p>HRTPO TRANSPORTATION PLANNING ORGANIZATION</p>	<p><i>All meetings are held at the Regional Board Room, unless otherwise noted. Please verify any last minute changes via the HRTPO website: www.HRTPO.org</i></p>			<p>MEETING CALENDAR</p>
	<p>TPO Board</p>	<p>Transportation TAC</p>	<p>TPO Committee</p>	
	<p>Jul 15 10:30am-noon</p>	<p>Jul 1 9:30am-noon</p>	<p>Jul23 noon-4:00pm</p>	
	<p>Aug 19 10:30am-noon</p>	<p>Aug 5 9:30am-noon</p>		
<p>Sep 16 10:30am-noon</p>	<p>Sep 2 9:30am-noon</p>			

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