

HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

AGENDA ITEM #8

REVISED

**FY-2009 UNIFIED PLANNING WORK PROGRAM
AMENDMENTS**

HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

UNIFIED PLANNING WORK PROGRAM

FY 2009

MARCH 2008

Revised: 4/16/08 – Revised amount of Section 5303 funding on Task 1.1

Revised: 5/21/08 – Added Task 7.6: Multimodal Planning Grant

Revised: 7/16/08 – Added work element within Task 7.1 for a best practices of MPO's study

Revised: 8/27/08 – Administratively modified the budget for Task 6.5 to reflect actual carryover of \$48,523 FY- 08 Section 5303 funds versus estimated carryover of \$32,000

Revised: 3/18/09 – Transferred \$200,000 to Task 1.1 from: Task 3.1 (\$10,000); Task 5.3 (\$10,000); Task 5.4 (\$20,000); Task 7.1 (\$80,000); Task 7.2 (20,000); Task 7.3 (\$40,000); and Task 7.5(\$20,000).

Transferred \$60,000 to Task 5.1 from Task 7.4

1.0 MAINTENANCE OF THE MPO ADMINISTRATIVE PROCESSES

1.1 Metropolitan Planning Organization (MPO) Administration

A. Background

This task provides the administrative support necessary for the maintenance of the Metropolitan Planning Organization (MPO) processes.

Under the *Intermodal Surface Transportation Efficiency Act (ISTEA)* of 1991, the planning and programming responsibilities of the MPO were significantly increased – becoming broader and more comprehensive. Most of the new requirements were continued in the *Transportation Equity Act for the 21st Century (TEA-21)*, signed into law on June 9, 1998.

The current federal transportation act, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, was signed into law on August 10, 2005. While SAFETEA-LU retained and revised the metropolitan and statewide transportation planning statutory requirements that were included in the previous two Acts, some key statutory requirements were added. It should be noted that many of the provisions included in SAFETEA-LU required rulemaking to allow for implementation. Draft regulations implementing MPO planning and programming provisions under SAFETEA-LU were published in the Federal Register on June 9, 2006. The final regulations (Final Rule) were published on February 14, 2007.

SAFETEA-LU, like the previous federal transportation acts, charges the MPO with developing transportation plans and programs that provide for transportation facilities and services that function as an intermodal system. The process for developing these plans and programs is commonly referred to as the 3-C Process. The 3-C Process requires that a Continuing and Comprehensive transportation planning process be carried out Cooperatively by states and local governments.

B. Work Elements^②

Work activities include the following:

1. Preparation of agendas and minutes for Transportation Technical Committee (TTC) and MPO meetings, as well as for subcommittees of those groups.
2. Administration of PL, SPR, and Section 5303 grants.
3. Administration of pass-through agreements with HRT and WAT.
4. Participation on advisory committees, as appropriate.
5. Preparation of quarterly and annual financial reports and summaries of progress during the fiscal year.

6. Provision of interagency coordination and attending meetings of local governments, local transit operators, and state transportation departments, as well as other agencies, as appropriate.
7. Preparation of intergovernmental reviews, as necessary.
8. Coordination with VDOT to establish procedural guidance for verifying the process and implementation of self-certification with respect to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act.
9. *Coordination and preparation of work to address the findings of the Quadrennial Certification Review.*
10. *Coordination of efforts undertaken by the MPO Committee, including research on a variety of topics including MPO bylaws, membership, voting, and advisory committees.*
11. *Coordination with MPO attorneys on the development of the MPO bylaws.*
12. *Coordination with VDOT, the MPO Committee, and the MPO Board on the update of the Metropolitan Planning Agreement for Hampton Roads.*
13. *Selection of and coordination with the consultant for the MPO Best Practices Study.*
14. *Coordination and preparation of the annual MPO Retreat, including the selection of a facilitator for the event.*
15. *Coordination of the selection process to fill the new position of Public Involvement and Community Outreach Administrator.*

C. End Products②

1. Agendas and minutes for monthly TTC and MPO meetings.
2. Agendas for subcommittee meetings, as needed.
3. Processed and signed PL, Section 5303, SPR, and pass-through agreements.
4. Quarterly and annual financial and progress reports delivered to VDOT.
5. Final guidance report on Work Element 8 to be submitted to the federal team.
6. *For WE 10 – first set of bylaws for the Hampton Roads MPO Board, to include details on MPO structure, membership, voting, and advisory committees.*
7. *For WE 12 – updated Metropolitan Planning Agreement for Hampton Roads.*
8. *For WE 13 – MPO Best Practices Study final report.*
9. *For WE 14 – MPO Retreat agenda and related materials.*

10. For WE 15 – Selection of an individual to fill the new position of Public Involvement and Community Outreach Administrator.

D. Schedule

1. TTC and MPO agendas are prepared on a monthly basis.
2. Grant and pass-through agreements are generally processed one to two months prior to the beginning of the next fiscal year.
3. Financial and progress reports are produced on a quarterly, as well as annual basis.
4. The final guidance report produced under Work Element 8 will be submitted to the federal team by ~~August 2008~~ *September 1, 2009*.
5. *It is anticipated that the MPO bylaws will be approved by June 30, 2009.*
6. *It is anticipated that the updated Metropolitan Planning Agreement will be approved by June 30, 2009.*
7. *The MPO Best Practices Study final report was approved by the MPO Board on January 21, 2009.*
8. *The MPO Retreat was held on February 11, 2009.*
9. *It is anticipated that the new position of Public Involvement and Community Outreach Administrator will be filled by June 30, 2009.*

E. Participants

HRMPO, local governments, HRT, WAT, VDOT, VDRPT, FHWA, FTA, other state and federal agencies.

F. Budget, Staff, Funding

	PL	5303	CO 5303	TOTAL
HRMPO	\$545,939 ^②	\$118,585 ^①		\$664,524

① Revised 4/16/2008 to reflect an increase of \$40,723 in actual FY-2009 Section 5303 funding for the HRMPO.

② 3/18/09: MPO approved the transfer of \$10,000 from Task 3.1, \$10,000 from Task 5.3, \$20,000 from Task 5.4, \$80,000 from Task 7.1, \$20,000 from Task 7.2, \$40,000 from Task 7.3, and \$20,000 from Task 7.5 to cover additional administrative costs associated with the ongoing MPO reform. Revisions under Work Elements, End Products, and Schedule are shown in italics. The change in date for schedule item 4 represents an extension by FHWA.

3.0 LONG-RANGE TRANSPORTATION PLANNING

3.1 Maintenance and Use of 2030 Regional Transportation Model

A. Background

The Hampton Roads 2030 Long-Range Transportation Plan (LRP) was approved by the MPO on October 17, 2007, and found to be in conformity with air quality requirements by the USDOT on January 22, 2008. Consequently, the 2030 regional four-step transportation model, which contains the 2030 LRP projects, is now available for use.

B. Work Elements

Work activities include the following:

1. VDOT will maintain the model and all associated input files and will act as the clearinghouse for all private sector requests for, or assistance in, utilizing the model.
2. Upon request by VDOT, MPO staff will provide network modeling technical assistance to local consultants.
3. Upon request from local jurisdictions and transit agencies, MPO staff will use the 2030 model in conducting transportation analyses and providing input to local studies by others.

C. End Products

Each use of the model (and any resulting analysis) requested by local jurisdictions and transit agencies will be documented.

D. Schedule

VDOT will maintain the model throughout the fiscal year. MPO staff will provide technical assistance, conduct transportation analyses, and provide input to local studies on an as-needed basis.

E. Participants

VDOT, MPO, local governments, and local transit agencies.

A. Budget, Staff, Funding

	PL	TOTAL
HRMPO	\$20,000 ^①	\$20,000

①3/18/09 MPO approved the transfer of \$10,000 to Task 1.1 to cover additional administrative costs associated with the ongoing MPO reform. Based on year-to-date expenditures, it has been determined that the funding remaining on this task should be sufficient to cover anticipated charges through the end of the fiscal year.

5.0 MANAGEMENT SYSTEMS

5.1 Congestion Management Process (CMP)

A. Background

The Hampton Roads MPO (HRMPO) took action in October 1995 to adopt the region's Congestion Management System (CMS) and Implementation. The CMS (changed to CMP under SAFETEA-LU) provides a systematic process for addressing congestion by providing information on transportation system performance and alternative transportation strategies. It represents the essential link between long-range plans and project implementation. The CMP activities have become an on-going part of the MPO's transportation planning process. The HRMPO will continue to oversee the interagency coordination necessary to develop and establish a systematic process for providing information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods.

In FY 2008, the HRMPO staff initiated the Regional Delay Study. This study includes an analysis of vehicular delay throughout Hampton Roads by comparing 2005 travel time data with previous regional travel time data. Current delay and safety on the region's freeway system are also analyzed and reported as part of this study. In addition, HRMPO staff also released an update to the Hampton Roads Regional Safety Study: General Crash Data and Trends report. This report included crash data and trends on a jurisdictional and regional level. Comparisons with national, statewide, and other metropolitan areas were also included.

The HRMPO staff also initiated the update of the CMP report in FY 2008. The regional CMP network was updated with new roadways and roadway characteristics. Portions of the congestion analysis for the CMP network were also completed.

Based on VDOT's 2005 proposal to use the Rural Transportation Planning Assistance Program to achieve regional long-range planning for rural areas of each PDC, the HRMPO staff will continue to coordinate with the HRPDC staff as it continues the process of including its rural localities in the Congestion Management Process.

B. Work Elements①

The HRMPO staff will promote and integrate the following federal planning factors (PF) into the regional CMP program:

- PF 2 Increase the safety of the transportation system for all motorized and non-motorized users;
- PF 4 Increase accessibility and mobility of people and freight;
- PF 5 Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between

transportation improvements and State and local planned growth and economic development patterns;

- PF 6 Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- PF 7 Promote efficient system management and operation; and
- PF 8 Emphasize the preservation of the existing transportation system.

In 2009, the Congestion Management Process (CMP) task will include the following major work elements:

1. Complete ~~the update of the 2008 CMP report with~~ a detailed congestion analysis of the CMP network for existing ~~and near-term~~ traffic conditions during the ~~morning and~~ afternoon peak hours. This task also includes a detailed analysis of the major tunnels and bridges in the region.
2. Reviewing current congestion mitigation measures, developing additional strategies and analyzing their impacts in managing congestion and improving safety and quality of life in the region. These measures include but are not limited to transportation demand management, HOV and value pricing options, traffic management and operations, ITS and application of technologies to the roadway network, and roadway capacity improvements.
3. Identifying the worst congested corridors/areas for more specific and detailed traffic and travel analysis. Initiate corridor studies. *(to be completed in FY10)*
4. Release the HR Regional Delay Study.
5. Release an update to the State of Transportation report, which was last updated in January 2007. Data, both existing and historical, on all facets of the region's multimodal transportation system will be included in the report, including rail, water, air, and highways. Comparisons with national, statewide, and other metropolitan areas will also be included in the report.
6. Continue to collect and update the CMP database with the most current traffic counts, roadway characteristics, and crash data.
7. Collect transportation data and perform historical and trend analysis relating to highways, transit, rail, bike/pedestrian, air, and water travel.
8. Review and analyze the data and results published in the Texas Transportation Institute (TTI) Annual Mobility Report.
9. Compare Hampton Roads with large metropolitan areas across the country in terms of Vehicle Miles of Travel, lane-miles and cost of congestion.
10. Monitor current congestion mitigation strategies including, but not limited to, the TRAFFIX program, implementation of telecommuting projects, HOV system

usage, freeway and arterial traffic management & operations, signal systems, other ITS related projects, and roadway capacity improvements.

C. End Products^①

1. The State of Transportation Report
2. Regional Delay Study
3. Existing and Future Year Congestion Analysis of the CMP Transportation Network
4. Congestion Mitigation Toolbox (*to be produced in FY10*)
5. CMP Database Network (Excel Format)
6. Other Transportation Databases (safety, transit, air travel, bridges & tunnels) Excel Format
7. Regional Traffic Volumes for Public Distribution (PDF Format)
8. Analysis of TTI Annual Mobility Report
9. PowerPoint presentation slides of items 1, 2, 3, 4, and 8

D. Schedule^①

1. First Quarter FY 2009 – Regional Delay Study
2. ~~Second~~ *Fourth* Quarter FY 2009 – Congestion Analysis
3. Third Quarter FY 2009 – State of Transportation Report and Traffic Volumes for Public Distribution
4. ~~Fourth Quarter FY 2009~~ *FY 2010* – Congestion Mitigation Toolbox
5. On-going Activities – CMP and Other Transportation Databases

E. Participants

HRMPO, VDOT, Localities, Local transit agencies (HRT, WAT), TRAFFIX, VDRPT, FHWA

F. Budget, Staff, Funding

	PL	TOTAL
HRMPO	\$180,000 ^①	\$180,000

^①3/18/09: MPO approved the transfer of \$60,000 from Task 7.4 to Task 5.1. Revisions under Work Elements, End Products, and Schedule are indicated by the use of italics or strikethroughs.

5.3 Intelligent Transportation System and Operations Planning

A. Background

With the emergence of Intelligent Transportation Systems (ITS) and the pressing need to minimize congestion and reduce delays, the Hampton Roads ITS Committee initiated a project called COMPARE (Congestion Management Plan: A Regional Effort), which was completed in FY1996. In 2000, COMPARE was updated to produce the ITS Strategic Plan for Hampton Roads. In 2004, the ITS and Operations Planning (ITSOP) Committee updated the ITS Strategic Plan document. This strategic plan will be the foundation for future ITS projects ensuring that the area continues to benefit from emerging technologies.

The federal SAFETEA-LU legislation requires statewide and regional transportation plans to consider “Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.” In 2005, the ITSOP Committee, in conjunction with the Hampton Roads Incident Management Committee (HRHIM) initiated the development of the Regional Concept of Transportation Operations (RCTO). The first task of this initiative was to enhance the existing incident management plan. As part of this task, the ITSOP Committee membership was expanded to include members of HRHIM and local law enforcement and first responders.

B. Work Elements

The HRMPO staff will promote and integrate the following federal planning factors (PF) into the regional ITSOP program:

- PF 2 Increase the safety of the transportation system for all motorized and non-motorized users;
- PF 3 Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;
- PF 4 Increase accessibility and mobility of people and freight;
- PF 5 Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- PF 7 Promote efficient system management and operation; and
- PF 8 Emphasize the preservation of the existing transportation system.

The HRMPO staff will continue to work closely with VDOT and the ITS Committee in integrating the planned and programmed ITS projects with the region’s transportation planning and programming processes. The staff will continue to work on the implementation of RCTO and enhanced regional incident management plan for Hampton Roads. The staff will also continue to integrate transportation operations considerations into the metropolitan transportation planning process: ensure that transportation systems operations are reflected in regional plans and programs.

The HRMPO staff will provide technical and administrative assistance to VDOT and the ITSOP Committee. The staff will oversee the interagency coordination and also participate in related ITS meetings, conferences, and workshops. The HRPDC staff will also be responsible for the preparation of bi-monthly agenda notices and related correspondence.

C. End Products

1. Release RCTO Final Report
2. Bi-monthly ITSOP Committee Agendas

D. Schedule

1. First Quarter FY 2009 – RCTO Final Document
2. Ongoing Activity – Bi-monthly ITSOP Committee Agendas

E. Participants

HRMPO, VDOT, Localities, Local transit agencies (HRT, WAT), HRHIM, VPA, Navy, FHWA, Virginia State Police (VSP), and local law enforcement.

F. Budget, Staff, Funding

	PL	TOTAL
HRMPO	\$40,000 ^①	\$40,000

^①3/18/09: MPO approved the transfer of \$10,000 to Task 1.1 to cover additional administrative costs associated with the ongoing MPO reform. Based on year-to-date expenditures, it has been determined that the funding remaining on this task should be sufficient to cover anticipated charges through the end of the fiscal year.

5.4 Regional Freight Planning

A. Background

In FY 2002, the HRMPO staff received the 1998 freight data and performed a comprehensive analysis of freight movement in and out of the region. This analysis was also compared to the 1995 data to depict any and all major changes in the movement of freight within the region. In addition, the staff collected truck data and vehicle classification counts for nearly 200 locations throughout the region. The results of the freight movement and truck circulation analyses were summarized in the Intermodal Management System 2001 report. In FY 2006, the HRMPO staff began the task of updating the IMS 2001 report. In FY 2007, the HRMPO staff completed the IMS 2007 report, including several additional elements, such as a review of freight industry terminology, a list of public and private freight data sources, a military freight analysis, a commodity flow data analysis with existing (2004) and projected (2035) conditions and locations of freight bottlenecks within the region.

SAFETEA-LU stresses the importance of freight movement for the nation. Truck, rail, and maritime goods movement considerations need to be included in the region's transportation plans and programs. At the State level, Virginia's first initiative to address increased freight needs is included in the Virginia Statewide Multimodal Transportation Plan, VTRANS2025. VTRANS2025 identifies specific strategies to incorporate freight issues into transportation planning and project development. VDOT, in cooperation with FHWA, is continuing to conduct a statewide study of essential freight infrastructure and incorporating that information into Virginia's statewide planning efforts.

Based on VDOT's 2005 proposal to use the Rural Transportation Planning Assistance Program to achieve regional long-range planning for rural areas of each PDC, the HRMPO staff will continue to coordinate with the HRPDC staff as it includes its rural localities in the regional freight planning process.

B. Work Elements

The HRMPO staff will promote and integrate the following federal planning factors (PF) into the regional freight-planning program:

- PF 2 Increase the safety of the transportation system for all motorized and non-motorized users;
- PF 4 Increase accessibility and mobility of people and freight;
- PF 5 Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- PF 6 Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- PF 7 Promote efficient system management and operation; and
- PF 8 Emphasize the preservation of the existing transportation system.

In FY 2009, the HRMPO staff will continue to maintain the region's freight planning efforts through updates to databases, outreach to stakeholders, and additional freight data analysis as needed. HRMPO will carry out the following regional freight planning activities:

1. Continue to assist VDOT and FHWA in their statewide study of essential freight infrastructure by soliciting and documenting feedback from representative jurisdictions on the critical freight issues on local and regional transportation systems and by reviewing and verifying employers within the MPO region that employ more than 100 persons and generate freight traffic.
2. Work with VDOT to develop a Hampton Roads Freight Model. This is a new initiative to develop a truck-forecasting model for the region. VDOT has recognized HRMPO as the statewide leader in freight planning and has selected Hampton Roads to assist in the development of this new model.
3. Continue to obtain and analyze regional truck data collected by VDOT and incorporate this data into the CMP/Freight database.
4. Continue to participate in freight stakeholder meetings and workshops, including the Virginia Freight Advisory Committee (VFAC).

C. End Products

1. CMP/Freight Database
2. Freight Data Analysis – as needed

D. Schedule

On-going activity

E. Participants

HRMPO, VDOT, Localities, VPA, Navy, FHWA, Private Freight Stakeholders

F. Budget, Staff, Funding

	PL	TOTAL
HRMPO	\$35,000 ^①	\$35,000

^①3/18/09: MPO approved the transfer of \$20,000 to Task 1.1 to cover additional administrative costs associated with the ongoing MPO reform. Based on year-to-date expenditures, it has been determined that the funding remaining on this task should be sufficient to cover anticipated charges through the end of the fiscal year.

7.0 SPECIAL STUDIES

7.1 Critical Issues in Transportation

A. Background

Continuing evaluation of the Long Range Transportation Plan and Congestion Management Process, along with key transportation problems and needs which are identified by local and regional leaders, will result in the identification of critical transportation issues for which detailed analysis and evaluation will be required beyond that usually applied to systems level transportation planning and analysis. While it is difficult to anticipate such issues before the fact, experience has shown that a mechanism is needed to allow the HRMPO staff to respond to critical transportation issues in a timely manner as they reveal themselves to the region.

B. Work Elements①②

When a critical regional transportation issue is identified, either by the MPO, the localities, or by staff, an issue paper will be prepared which describes the issue in detail and outlines a scope of work and resources required to address solutions to the issue. Each such issue addressed under this task will result in the preparation of a written report, which identifies the problem, documents the analysis of the factors contributing to the problem, and describes the findings and recommended solutions to the problem or issue.

- ~~1. Contract with a consulting firm to conduct a study of best practices of metropolitan planning organizations.~~

C. End Products①②

- ~~1. A report detailing the findings of the best practices study. The report should provide recommendations on issues including, but not limited to: mission, organizational/committee structure, membership, bylaws, communicating with the public and public access, and effective public involvement activities and strategies. With respect to public involvement, the report should provide best practices regarding: Title VI of the Civil Rights Act, Limited English Proficiency, Environmental Justice, and conducting outreach to low income and/or minority communities.~~

D. Schedule①②

- ~~1. Selection of a qualified firm is scheduled to take place by the end of August 2008. The final report is expected to be completed by mid-December 2008.~~

E. Participants

To Be Determined

F. Budget, Staff, Funding

	PL	TOTAL
HRMPO	\$40,000 ^②	\$40,000

①7/16/08: MPO approved a work element within Task 7.1 to conduct a consultant led study of best practices of metropolitan planning organizations.

②3/18/09: MPO approved the transfer of \$80,000 to Task 1.1 to cover additional administrative costs associated with the ongoing MPO reform. This amendment also strikes references to the MPO Best Practices Study from this task. The study was completed, but was not paid for with PL funds.

7.2 Non-Driver Transportation Study

A. Background

Persons who do not drive being approximately half as mobile as those who drive, the HRMPO is determining ways to improve the mobility of non-drivers.

In previous fiscal years, MPO staff measured the mobility needs of non-drivers, used the National Household Travel Survey and a local survey to calculate the factors that improve non-driver mobility, performed a gap analysis for local neighborhoods, and located non-drivers living in Hampton Roads.

B. Work Elements^①

- ~~1. MPO staff will lead the non-driver steering committee (a sub-committee of TTC) in determining the specific focus of the non-driver research for FY09, based on the results of the six (6) previous non-driver reports including the location of non-drivers in Hampton Roads completed late in FY08. An example of the focus which the sub-committee may choose is a quantitative analysis of the effectiveness of locality zoning and land uses in promoting non-driver mobility.~~
- ~~2. MPO staff will conduct the non-driver research specified as described above.~~

As agreed by the Non-Driver working group in September 2008, MPO staff will apply the findings of its FY07 study "Improving the Mobility of Non-Drivers using Proximity to Destinations and Bus Routes" by analyzing each Hampton Roads locality (by block, via GIS) to determine which blocks (based on proximity to destinations and bus stops) provide good mobility for non-drivers and which blocks provide poor mobility.

This data—once developed—will be overlain with non-driver residential locations (from "The Location of Non-Drivers in Hampton Roads", HRMPO, June 2008) to determine gaps where localities may wish to locate new destinations (via commercial zoning and location of new city facilities [libraries, rec. centers, etc.]) and may wish to locate new/redirected bus service.

C. End Products

A report of the FY09 non-driver research will be prepared by MPO staff, reviewed by the TTC and MPO, and approved by the MPO.

D. Schedule

The FY 2009 non-driver research will be completed by June 2009.

E. Participants

HRMPO, VDOT, local governments, and local transit agencies.

F. Budget, Staff, Funding

	PL	TOTAL
HRMPO	\$30,000 ^①	\$30,000

①3/18/09: MPO approved the transfer of \$20,000 to Task 1.1 to cover additional administrative costs associated with the ongoing MPO reform. Based on year-to-date expenditures, it has been determined that the funding remaining on this task should be sufficient to cover anticipated charges through the end of the fiscal year. Revisions under Work Elements are indicated by the use of italics or strikethroughs.

7.3 Coliseum Central Special Events Traffic Management Plan Study

A. Background

The City of Hampton has requested a traffic management plan study for special events and conditions in and around the Coliseum Central Area. With the completion of the Hampton Roads Convention Center, recent streetscape work on Coliseum drive that reduced the number of through lanes, removal of the flyover, and construction of Convention Center Boulevard between Armistead and Coliseum Drive, traffic conditions have changed, particularly as it relates to event traffic. The study area is bounded by Hampton Roads Center Parkway to the north, I-64 to the west, I-664 to the south and Armistead Avenue to the east.

The purpose of the study is to look at event conditions only and provide a series of recommendations for traffic management to ease events related congestion.

B. Work Elements

A complete literature search will be conducted as part of the study to gather event management strategies currently in place in other regions across the country. Deployment of ITS technologies and strategies, both on and off the interstate system will be evaluated and incorporated among potential solutions.

The Study will include an analysis and understanding of existing event traffic conditions, cause of conditions, location and scope of issues and problems including roadways and intersections within the study area. The City of Hampton will provide available traffic counts, studies, plans, and a schedule of special events for the study area.

The HRMPO will research, evaluate and develop potential solutions to ease congestion related special events and prepare a report documenting the conditions and recommendations resulting from the analysis.

C. End Products

Final Report and Presentation Materials

D. Schedule

Fourth Quarter FY 2009 – Final Report

E. Participants

HRMPO, VDOT, City of Hampton, HRT, Coliseum Central Business District Members

F. Budget, Staff, Funding

	PL	TOTAL
HRMPO	\$40,000 ^①	\$40,000

①3/18/09: MPO approved the transfer of \$40,000 to Task 1.1 to cover additional administrative costs associated with the ongoing MPO reform. Based on year-to-date expenditures, it has been determined that the funding remaining on this task should be sufficient to cover anticipated charges through the end of the fiscal year.

7.4 Suffolk Corridor Studies

A. Background^①

During FY-2008, the City of Suffolk requested an analysis of six corridor studies located throughout the city. The corridors are:

- Holland Road (US Route 58) from the west end of Route 58 Bypass to one mile west of Manning Bridge Road. *(Completed in FY08.)*
- Pruden Boulevard (US 460) from Godwin Boulevard to the Isle of Wight County line. *(To be completed in FY10.)*
- Godwin Boulevard (Virginia Route 10) from Pruden Boulevard to the Isle of Wight County line. *(Omitted by agreement with City of Suffolk, March 10, 2009 email.)*
- Nansemond Parkway (VA Route 337) from Wilroy Road to Chesapeake Corporate limits. *(To be completed in FY10.)*
- Carolina Road (US Route 13) from Obici Boulevard to Route 13/32 split. *(To be completed in FY10.)*
- Bridge Road (US Route 17) from Chesapeake Corporate limits to Isle of Wight County line. *(To be completed in FY09.)*

During FY-2008, the HRMPO staff initiated the technical work on the Holland Road and Pruden Boulevard corridors. The report on the conclusions and recommendations for these two corridors is expected to be finished during FY-2008.

B. Work Elements

The staff will continue the analysis and completion of the remaining corridor studies during FY-09 and FY-10. A report will be prepared documenting the conclusions and recommendations resulting from the analysis of each of the corridors listed above. The reports will provide recommendations regarding access management policies for the corridor. In addition, the City requests that the study include recommendations on roadway projects and/or traffic signal improvements that may be necessary within the next ten years.

C. End Products

Final Reports and Presentation Materials

D. Schedule^①

~~One Corridor Study is expected to be completed in each quarter with priority based on City recommendations. Bridge Road will be completed in the fourth quarter of FY09.~~

E. Participants

HRMPO, VDOT, City of Suffolk, HRT, FHWA

F. Budget, Staff, Funding

	PL	TOTAL
HRMPO	\$20,000 ^①	\$20,000

^①3/18/09: MPO approved the transfer of \$60,000 from Task 7.4 to Task 5.1 to cover additional costs associated with Task 5.1. The scope of Task 7.4 was reduced by eliminating the Godwin Boulevard corridor, postponing three corridors to FY10, and eliminating safety analysis, by agreement with the City of Suffolk via 3-10-09 email. Revisions under Background and Schedule are indicated by the use of italics or strikethroughs.

7.5 North Main Street Corridor Study

A. Background

The City of Suffolk has requested an analysis of the North Main Street Corridor in the downtown area of the City. The study will cover the area from Constance Road along Main Street to the US Route 58 Bypass at its interchanges with Pruden Boulevard and Godwin Boulevard. The old Obici Hospital site is located within the corridor and may be rezoned for other uses. Such rezoning may impact traffic volumes and patterns within the corridor.

B. Work Elements

The final report should provide recommendations regarding access management policies for the corridor. In addition, the City requests that the study include recommendations on roadway projects and/or traffic signal improvements that may be necessary within the next ten years.

C. End Products

Final Report and Presentation Materials

D. Schedule

First Quarter FY 2009

E. Participants

HRMPO, VDOT, City of Suffolk, HRT, FHWA

F. Budget, Staff, Funding

	PL	TOTAL
HRMPO	\$40,000 ^①	\$40,000

^①3/18/09: The study was completed under budget and the final report was approved by the MPO Board on January 21, 2009. On March 18, 2009, the MPO Board approved the transfer of \$20,000 in excess funds from Task 7.5 to Task 1.1 to cover additional administrative costs associated with the ongoing MPO reform.

Hampton Roads Metropolitan Planning Organization
Unified Planning Work Program
FY 2009
Budget Summary Table

Task 1.1 revised 4/16/2008
 Task 7.6 added 5/21/2008
 Task 6.5 revised 8/27/2008
 Ten Tasks revised 3/18/2009

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Task #	Description	HRMPO		VDOT		HRT					WAT	SU/IW	TOTAL							GRAND TOTAL				
		PL	5303	SPR	STATE	5303	(fn)	Other	5307	5316	5317	5303	STP	PL	SPR	STATE	5303	(fn)	Other		5307	5316	5317	
1.1	MPO Administration	545,939	118,585											545,939			118,585							664,524
1.2	UPWP	50,000	25,000											50,000			25,000							75,000
1.3	VDOT Support			410,000	500,000										410,000	500,000								910,000
2.1	Transportation Public Participation	300,000							75,000					300,000							75,000			375,000
3.1	Maint & Use of 2030 Trans Models	20,000												20,000										20,000
3.2	Develop Hampton Roads 2034 LRP	340,000												340,000										340,000
4.1	TIP	70,000	65,000											70,000			65,000							135,000
5.1	Congestion Management Process	180,000												180,000										180,000
5.2	Transportation Demand Management	5,000	5,000											5,000			5,000							10,000
5.3	ITS Plan	40,000												40,000										40,000
5.4	Regional Freight Planning	35,000												35,000										35,000
6.1	Coordinated Human Services Trans Plan		20,000							65,086	37,475						20,000				65,086	37,475		122,561
6.2	HRT System Monitoring & Evaluation					150,000											150,000							150,000
6.3	WAT Monitoring & Evaluation											100,000					100,000							100,000
6.4	Feasibility/Corridor Studies								12,150,000											12,150,000				12,150,000
6.5	DBE Planning					50,000	(1)	48,523									50,000	(1)	48,523					98,523
6.6	ISO 14001:2004 Planning & Registration					50,000											50,000							50,000
6.7	HRT Transit Center Upgrades								500,000											500,000				500,000
6.8	Regional TDM - TRAFFIX						(2)	1,290,128										(2)	1,290,128					1,290,128
7.1	Critical Issues in Transportation	40,000												40,000										40,000
7.2	Non-Driver Transportation Study	30,000												30,000										30,000
7.3	Coliseum Central Traf Mgt Plan Study	40,000												40,000										40,000
7.4	Suffolk Corridor Studies	20,000												20,000										20,000
7.5	North Main Street Corridor Study	40,000												40,000										40,000
7.6	Multimodal Planning Grant											500,000						(3)	500,000					500,000
8.1	Trans Database/GIS Activities	85,000												85,000										85,000
8.2	Regional Travel Time Study	10,000												10,000										10,000
9.1	Transportation Air Quality Planning	15,000			71,770									15,000		71,770								86,770
10.1	Transportation Technical Support	505,000	45,000											505,000			45,000							550,000
	Total	2,370,939	278,585	410,000	571,770	250,000		1,338,651	12,725,000	65,086	37,475	100,000	0	2,370,939	410,000	571,770	628,585	1,338,651	12,725,000	65,086	37,475		18,647,506	

(1) Carryover Section 5303 Funds
 (2) Residual State Matching Funds for CMAQ Projects
 (3) STP Funds

Hampton Roads Metropolitan Planning Organization
Unified Planning Work Program
FY 2009
Funding Sources Summary Table

Task 1.1 revised 4/16/2008
 Task 7.6 added 5/21/2008
 Task 6.5 revised 8/27/2008
 Ten Tasks revised 3/18/2009

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Task #	Description	SPR		PL		Sec. 5303		Sec. 5307			Other			Other		Sec. 5303 Carryover		Total		Grand Total
		Federal	State	Federal	State/Local	Federal	State/Local	Federal	State/Local	(fn)	Federal	State/Local	(fn)	Federal	State/Local	Federal	State/Local	Federal	State/Local	
1.1	MPO Administration			436,751	109,188	94,868	23,717											531,619	132,905	664,524
1.2	UPWP			40,000	10,000	20,000	5,000											60,000	15,000	75,000
1.3	VDOT Support	328,000	82,000							(1)	400,000	100,000						728,000	182,000	910,000
2.1	Transportation Public Participation			240,000	60,000			60,000	15,000									300,000	75,000	375,000
3.1	Maint & Use of 2030 Trans Models			16,000	4,000													16,000	4,000	20,000
3.2	Develop Hampton Roads 2034 LRP			272,000	68,000													272,000	68,000	340,000
4.1	TIP			56,000	14,000	52,000	13,000											108,000	27,000	135,000
5.1	Congestion Management Process			144,000	36,000													144,000	36,000	180,000
5.2	Transportation Demand Management			4,000	1,000	4,000	1,000											8,000	2,000	10,000
5.3	ITS Plan			32,000	8,000													32,000	8,000	40,000
5.4	Regional Freight Planning			28,000	7,000													28,000	7,000	35,000
6.1	Coordinated Human Services Trans Plan					16,000	4,000			(2)	52,069	13,017	(3)	29,980	7,495			98,049	24,512	122,561
6.2	HRT System Monitoring & Evaluation					120,000	30,000											120,000	30,000	150,000
6.3	WAT Monitoring & Evaluation					80,000	20,000											80,000	20,000	100,000
6.4	Feasibility/Corridor Studies							9,720,000	2,430,000									9,720,000	2,430,000	12,150,000
6.5	DBE Planning					40,000	10,000								38,818	9,705		78,818	19,705	98,523
6.6	ISO 14001:2004 Planning & Registration					40,000	10,000											40,000	10,000	50,000
6.7	HRT Transit Center Upgrades							400,000	100,000									400,000	100,000	500,000
6.8	Regional TDM - TRAFFIX									(4)		1,290,128						0	1,290,128	1,290,128
7.1	Critical Issues in Transportation			32,000	8,000													32,000	8,000	40,000
7.2	Non-Driver Transportation Study			24,000	6,000													24,000	6,000	30,000
7.3	Coliseum Central Traf Mgt Plan Study			32,000	8,000													32,000	8,000	40,000
7.4	Suffolk Corridor Studies			16,000	4,000													16,000	4,000	20,000
7.5	North Main Street Corridor Study			32,000	8,000													32,000	8,000	40,000
7.6	Multimodal Planning Grant									(6)	450,000	50,000						450,000	50,000	
8.1	Trans Database/GIS Activities			68,000	17,000													68,000	17,000	85,000
8.2	Regional Travel Time Study			8,000	2,000													8,000	2,000	10,000
9.1	Transportation Air Quality Planning			12,000	3,000					(5)		71,770						12,000	74,770	86,770
10.1	Transportation Technical Support			404,000	101,000	36,000	9,000											440,000	110,000	550,000
	Total	328,000	82,000	1,896,751	474,188	502,868	125,717	10,180,000	2,545,000		452,069	1,474,915		29,980	7,495	38,818	9,705	13,878,486	4,769,020	18,147,506

Local Match provided by Hampton Roads Planning District Commission, Hampton Roads Transit, and Williamsburg Area Transport.

(1) SPR Statewide
 (2) Section 5316 Funds

(3) Section 5317 Funds
 (4) Residual State Matching Funds for CMAQ Projects

(5) State Funds
 (6) STP Funds