

March 3, 2011

Memorandum #2011-39

TO: Hampton Roads Citizen Transportation Advisory Committee (CTAC)

BY: Chair William W. Harrison, Jr.

RE: CTAC Meeting, March 10, 2011

Attached are the agenda and related materials for the next meeting of the **Hampton Roads Citizen Transportation Advisory Committee (CTAC)** scheduled for **Thursday, March 10, 2011 from 5:00 p.m. - 7:00 p.m.** in the **Regional Building Boardroom, 723 Woodlake Drive, Chesapeake, VA 23320.**

/kg

Citizen Transportation Advisory Committee:

William W. Harrison, Jr., Chair, VB	Henry Lewis, YK
Shepelle Watkins-White, Vice Chair, CH	Randy Lougee, NO
Richard Bowie, VB	John Malbon, VB
Ricky Clifton, NN	Howard Manly, NN
Wanda Cooper, VB	Delceno Miles, VB
Kathy Corley, CH	Philip Olekszyk, GL
Roberta Edwards, CH	James Openshaw, NO
Sharyn Fox, NN	Prescott Sherrod, VB
Richard Green, SU	Ray Taylor, VB
Yukari Hughes, NN	Kirsten Tynch, PO
Dewey Hurley, WM	Kristen Wells, PO
Michael Jones, IW	Archie Whitehill, NO
Randy Lassiter, NO	

Cc: Dwight Farmer (HRTPO)
Camelia Ravanbakht (HRTPO)
Mike Kimbrel (HRTPO)
Kendall Miller (HRTPO)
Eric Stringfield (VDOT)
TPO Voting Members
TPO Voting Alternates
TPO Nonvoting Members

**AGENDA
HAMPTON ROADS
CITIZEN TRANSPORTATION ADVISORY COMMITTEE
March 10, 2011**

CALL TO ORDER 5:00 P.M.

The Regional Building Boardroom, 723 Woodlake Drive, Chesapeake, VA

- 1. CALL TO ORDER**
- 2. PUBLIC COMMENT PERIOD** (Limit: 5 minutes per individual)
- 3. SUBMITTED PUBLIC COMMENTS**
- 4. APPROVAL OF AGENDA**
5. Minutes of January 13, 2011
6. Transportation Project Prioritization: Recommended List of Projects
7. Christopher Newport University Community Conversations/Surveys Proposal
8. CTAC Blog Updates
9. 2034 Long-Range Transportation Plan Public Meetings
10. Old/New Business
11. Adjournment

AGENDA ITEM #1: CALL TO ORDER

The meeting will be called to order by the Chair at approximately 5:00 p.m.

AGENDA ITEM #2: PUBLIC COMMENT PERIOD

Members of the public are invited to address the CTAC. Each speaker is limited to five minutes.

AGENDA ITEM #3: SUBMITTED PUBLIC COMMENTS

There are no written public comments.

AGENDA ITEM #4: APPROVAL OF AGENDA

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires an action from the CTAC should be submitted at this time, as opposed to under “Old/New Business”.

AGENDA ITEM #5: MINUTES OF JANUARY 13, 2011

SUBJECT:

Minutes of the previous CTAC meeting.

BACKGROUND:

Minutes of the Citizen Transportation Advisory Committee meeting held on January 13, 2011.

Attachment 5

RECOMMENDED ACTION:

Approve the minutes.

**Summary Minutes of the
Hampton Roads Citizen Transportation
Advisory Committee (CTAC) Meeting
January 13, 2011**

The Hampton Roads Citizen Transportation Advisory Committee (CTAC) Meeting was called to order at 5:06 p.m. in the Hampton Roads Transit (HRT) Boardroom, HRT Headquarters, 3400 Victoria Boulevard, Hampton, Virginia, with the following in attendance:

Hampton Roads CTAC Members:

William Harrison, Chairman (VB)	James Openshaw (NO)
Shepelle Watkins-White, Vice-Chair (CH)	Archie Whitehill (NO)
Philip Olekszyk (GL)	Kristen Wells (PO)
Sharyn Fox (NN)	Tuck Bowie (VB)
Yukari Hughes (NN)	Delceno Miles (VB)
Randy Lassiter (NO)	Ray Taylor (VB)
Randy Lougee (NO)	

Hampton Roads CTAC Members Absent:

Kathy Corley (CH)	Richard Green (SU)
Roberta Edwards (CH)	Wanda Cooper (VB)
Michael Jones (IW)	John Malbon (VB)
Ricky Clifton (NN)	Prescott Sherrod (VB)
Howard Manly (NN)	Dewey Hurley (WM)
Kirsten Tynch (PO)	Henry Lewis (YK)

HRTPO Staff:

Rob Case	Kendall Miller
Dwight Farmer*	Andy Pickard
Kathlene Grauberger	Camelia Ravanbakht
Brian Miller	

*Late arrival

Public Comment Period

There was no public comment.

Submitted Public Comments

There were no submitted public comments.

Approval of Agenda

Chair Harrison asked if there were any items to add to the agenda. Hearing none from the Committee, he stated he wanted CTAC members to view the video from the October 2010

HRPTO Board meeting in which Chair Harrison spoke with regards to the CTAC Resolutions. He asked to add the item to the agenda following the approval of the minutes. Ms. Miles Moved to approve the agenda with the one amendment; seconded by Ms. Watkins-White. The Motion Carried.

Summary Minutes of November 10, 2010 CTAC Meeting

Chair Harrison stated he would abstain from voting since he was not in attendance at the November meeting. Ms. Miles Moved to approve the minutes as written; seconded by Ms. Fox. The Motion Carried with Chair Harrison abstaining.

Video of CTAC Discussion at the October HRTPO Board Meeting

After viewing the CTAC discussion of the October HRTPO Board Meeting, Chair Harrison explained that he viewed the role of CTAC as an advisory responsibility to the HRTPO Board. He stated that if there is an issue CTAC wishes to tackle, a discussion would be held, followed by a vote, and if necessary, a CTAC resolution to be presented to the HRTPO Board. He noted that CTAC could utilize its voice to assist the HRTPO and must recognize that its diversity is its strong point.

Ms. Lougee asked if CTAC Resolution 2010-01 should be transmitted again to the State legislators and the Federal Congressional teams. Ms. Ravanbakht replied it could be re-transmitted, but stated she wanted to first consult with Mr. Farmer.

Mr. Taylor commented that he believed CTAC and its two approved resolutions are having an impact on the HRTPO Board and has ricocheted outwards. He noted the issues of new funding will be raised in the General Assembly Session the following year as opposed to this year. He suggested CTAC follow-up in a year's time with another resolution regarding a regional gas tax surcharge. Chair Harrison indicated that CTAC could re-address the transportation funding resolution in October 2011.

Mr. Taylor thought it prudent to follow-up on the scheduled military briefings with the Commonwealth Transportation Board (CTB) referred to in CTAC Resolution 2010-02. Chair Harrison stated the Committee could ask Mr. Aubrey Layne of the CTB to inform CTAC of the scheduled briefings, and if none had occurred by Summer 2011, the Committee should bring it back to the HRTPO Board.

Transportation Project Prioritization

Mr. Pickard explained his presentation would review the following core information needed to assist with prioritization:

- Vision and Goals
- Prioritization Scores
- Revenue forecast

- Public Private Partnership (PPP) projects
- Preliminary Engineering (PE) Projects
- Schedule

Mr. Pickard presented a slide outlining the 2034 Long-Range Transportation Plan (LRTP) Goals, which were approved by the HRTPO Board on January 20, 2010.

He summarized the Prioritization scores from the Bridge and Tunnel Projects, Highway Projects, Highway Interchange Projects, Intermodal, and Transit projects. The scores were published in the Prioritization of Transportation Projects: Project Evaluation and Scoring Report and was approved by the HRTPO Board on December 15, 2010.

Mr. Pickard noted that revenue estimates will be analyzed beginning with FY 2012 and the 2034 LRTP will have an influence on what projects will utilize the estimated funds. Future funding forecasts will include working with HRT, the Williamsburg Transit Authority (WATA) and the localities to include transit and local revenues, respectively. He stated VDOT estimates there will be a total of \$1.4 billion for major regional projects and \$12.2 billion for maintenance and smaller-scale projects for FY 2012 to FY2034.

He noted there are indicators that PPPs will be reasonably expected to be available due to clear expressions of support by the Governor and other appropriate local and regional decision makers.

Mr. Pickard explained Preliminary Engineering (PE) Only projects apply to a variety of work other than right-of-way and construction. There are currently seven projects in the amended 2030 LRTP for PE at a cost of \$600 million. The FHWA has expressed concern over the number of PE projects in the current 2030 LRTP; however, a scan of MPOs in Virginia and other national MPOs indicates usage of PE Only projects in LRTPs are not uncommon. Currently it is TTAC's policy to review PE projects on a case-by-case basis. For the 2034 LRTP, the LRTP Subcommittee has suggested that guidance of up to five percent of revenues be used for PE projects.

At its December 15, 2010 meeting, the HRTPO Board expressed its desire to have priorities determined by March 2011. Mr. Pickard stated the Board would conduct its annual retreat with prioritization as its topic. June 2011 is the deadline for the completion and approval of the fiscally constrained list of projects by the Board.

Mr. Pickard concluded by asking CTAC members to provide comments regarding the regional transportation priorities to him by January 27, 2011.

Chair Harrison explained the next CTAC meeting will convene on March 10th and the HRTPO Board on March 17th, and stated the Committee would not be able to meet the agenda deadline for the Board meeting. Mr. Farmer replied it would be difficult for CTAC to discuss all the projects involved with prioritization process. He noted that the TAC, TTAC,

and FTAC are focused on the prioritization process. He suggested CTAC examine individual issues it strongly regards and utilize its voice in this manner.

After more discussion, CTAC decided to wait until after the February 17th HRTPO Board retreat before it took action. Mr. Case suggested that if the Committee chose to voice its opinion on the prioritization process, it could narrow its focus and comment on a particular category within the process.

Mr. Bowie asked for clarification regarding the TAC's role in the prioritization process. Mr. Farmer replied the HRTPO Board Members will rely on advice from the TAC members if they have difficulties.

Chair Harrison stated CTAC did not have the technical capability to criticize any of the prioritization rankings. He suggested CTAC view portions of the HRTPO Retreat video, discuss it, and then draft a resolution.

Mr. Olekszyk asked who has influence over the prioritization rankings. Mr. Farmer replied that the figures could not be changed; the HRTPO Board had already approved the rankings. He noted that a project's score was a tool used to assist the Board members in determining which projects should be funded; however, a project could have only the third highest score, but could still be determined to be the top priority.

Chair Harrison asked Committee members to send their comments to Mr. Pickard by January 27th, and at the March 10th CTAC meeting, the Committee would view all the compiled comments and view the HRTPO retreat video.

2034 Long Range Transportation School Outreach Program

Ms. Miller stated the 2034 LRTP Town Hall Meeting at Thoroughgood Elementary School in Virginia Beach was a success with over 275 people in attendance. She explained that in addition to presenting the Draft Prioritization of Transportation projects, HRTPO staff gave an overview of its programs and projects to the community. She noted that another Town Hall Meeting was planned for Spring 2011 in the City of Norfolk, and currently HRTPO staff was involved with outreach projects at Hampton and Old Dominion Universities.

Social Media

Ms. Miller stated staff is developing an HRTPO Facebook page and encouraged the members to "friend" the HRTPO, leave comments, and recommend the page to their friends.

Overview of MPO Citizen Committees and Their Function

Ms. Miller explained that after the discussion at the November CTAC meeting regarding the role of CTAC members, HRTPO staff researched other MPO Citizen Committees in order to better assist CTAC members find their voice as members. She noted that although the HRTPO currently transmits a weekly blog regarding meeting updates, staff will be

implementing a bi-monthly update for CTAC members only to help them stay better informed.

Ms. Miller will be contacting individual CTAC members in the coming months to initiate small community conversations in members' localities and neighborhoods. The conversations will consist of ten to twelve citizens and the goal is to engage them in the transportation process and receive their input on local issues. She commented that before implementing the community conversations, HRTPO staff is holding two public meetings regarding the 2034 Project Prioritization Plan on February 2nd and 23rd in Chesapeake and Newport News respectively.

Chair Harrison explained that a CTAC member can be introduced at any group event HRTPO staff is attending and the member can distribute their email address to receive comments that can later be brought for discussion at CTAC meetings. Members can utilize the HRTPO staff as a vehicle to communicate to other citizens through its scheduled commitments throughout the region.

Ms. Watkins-White stated that while attending group events, she has taken the opportunity to inform the group about CTAC and has invited them to come share their thoughts through the public comment period.

Ms. Fox noted that she has made others aware of CTAC through her facebook page and has linked documents for their viewing.

Mr. Farmer stated these methods of communication were excellent ways to inform the public about the HRTPO. He reminded the members that they could engage the public through already established mechanisms; however, they could not act as agents of the HRTPO.

Ms. Miles asked how a CTAC member should treat an issue reported to them by another citizen. Chair Harrison replied the CTAC member should call Mr. Farmer or Ms. Miller and request the issue be placed on the next CTAC agenda.

Mr. Bowie commented that he sits on many professional boards and has encouraged discussion regarding transportation issues. He asked if HRTPO staff would speak to these groups if asked. Mr. Farmer replied affirmatively.

Mr. Lassiter stated he did not believe CTAC members represented the communities since members do not have the right to act as agents of the CTAC or the HRTPO. Chair Harrison replied that members can go to any public body and inform the citizens about CTAC and its relationship to the HRTPO. Members can encourage citizens to come to both the CTAC and HRTPO Board meetings and give public comment regarding any transportation issue that is important to them. CTAC's responsibility is to advise the HRTPO Board, and the Committee members are charged with bringing thoughts to the table where the Committee will gather and discuss those thoughts, and ultimately advise the HRTPO Board.

For Your Information

There is an article regarding HRTPO's involvement in the Thoroughgood Elementary School Outreach Program/2034 LRTP.

Old/New Business

There was no old/new business.

Adjournment

With no further business to come before the Citizen Transportation Advisory Committee, the meeting adjourned at 6:52 p.m.

AGENDA ITEM #6: TRANSPORTATION PROJECT PRIORITIZATION: RECOMMENDED LIST OF PROJECTS

SUBJECT:

Efforts to assist the HRTPO Board in determining transportation project priorities continue, following approval of the prioritization scores report.

BACKGROUND:

The development of the “Prioritization of Transportation Projects: Project Evaluation and Scoring” report was initiated in July 2009. The intent of this task was to provide the HRTPO Board with scores for projects based upon a combination of Project Utility, Project Viability, and Economic Vitality.

HRTPO staff coordinated with its advisory committees and the public to gain input for the draft recommended list of projects for inclusion in the fiscally constrained 2034 Long-Range Transportation Plan (LRTP). The draft recommended list of projects (Attachment 6-A) was presented to the HRTPO Board at its February 2011 Retreat with final approval scheduled for the March 17, 2011 Board meeting.

At the last CTAC meeting, CTAC members were encouraged to provide public comment by January 24, 2011 regarding the prioritization of transportation projects for Hampton Roads. Two comments were received and are attached (Attachment 6-B).

Ms Camelia Ravanbakht, Deputy Executive Director, will brief CTAC on the draft recommended project list and summarize the discussion from the HRTPO Retreat. As per its request from the last meeting, CTAC will formulate how to proceed with its recommendation to the Board after hearing from Ms. Ravanbakht.

Attachment 6-A

Attachment 6-B

RECOMMENDED ACTION:

Per Discussion.

Hampton Roads Transportation Planning Organization **Prioritization Priorities**

Recommendation to the HRTPO Board

HRTPO Board Retreat

Prepared by the HRTPO staff

February 17, 2011



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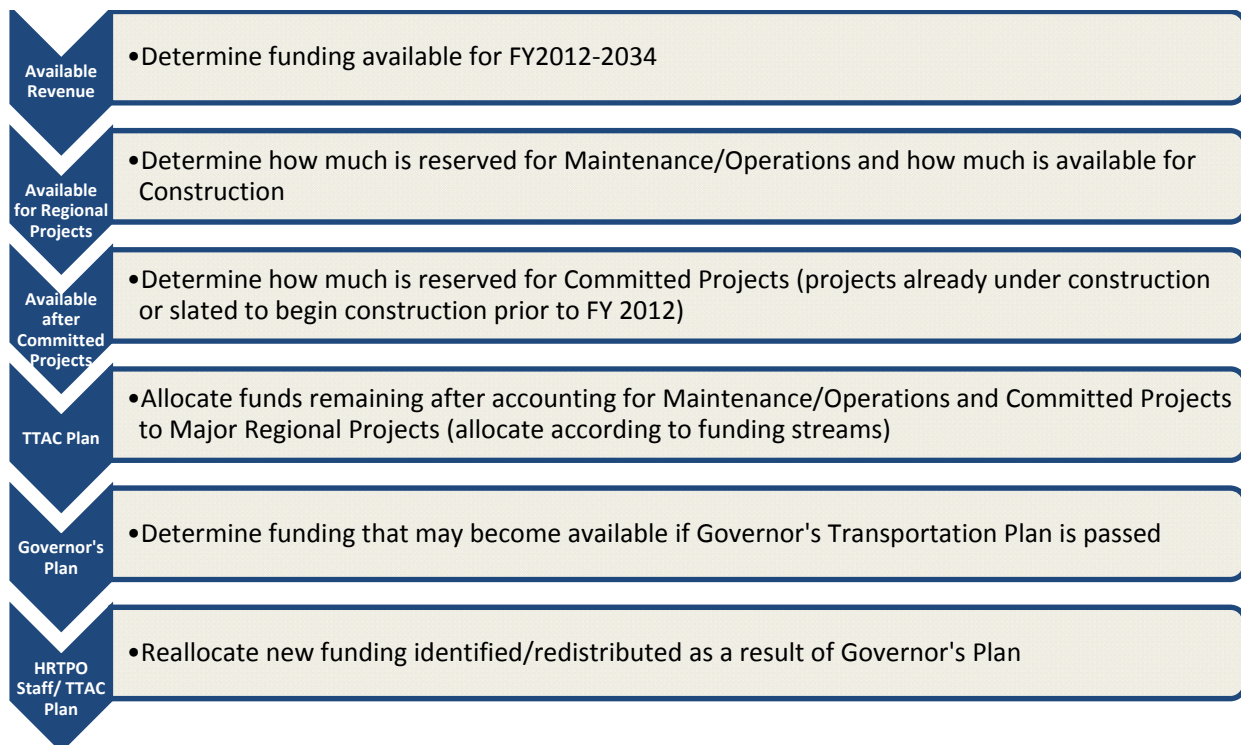
Overview

Per Federal regulations, the HRTPO has been in the process of developing the 2034 Long-Range Transportation Plan (LRTP) over the past four years, for the purposes of replacing the 2030 LRTP that is set to expire at the end of this calendar year.

The HRTPO Board has expressed a strong desire to fully discuss transportation project prioritization at the February 17, 2011 Retreat with an approval of a prioritized list of projects at the March 17, 2011 HRTPO Board meeting. These priorities will provide a framework for pursuit of funding for the region's transportation system and for the development of a fiscally-constrained list of projects, due for completion by June 2011.

The purpose of this HRTPO Board Retreat is to engage in a discussion to determine regional transportation priorities and subject these priorities to fiscal constraint, in an effort to develop a final list of transportation projects for inclusion in the 2034 LRTP. To aid the HRTPO Board in this process, the HRTPO staff has prepared this briefing, which contains an overview of the LRTP development process to date, information regarding financial assumptions for the 2034 LRTP, a table of committed projects already either under construction or slated to begin construction by Fiscal Year 2012, as well as HRTPO Transportation Technical Advisory Committee (TTAC) and the HRTPO staff recommendations for a fiscally-constrained list of projects. This report also contains information regarding the Governor's Transportation Funding Proposal and how this plan affects funding available for the 2034 LRTP.

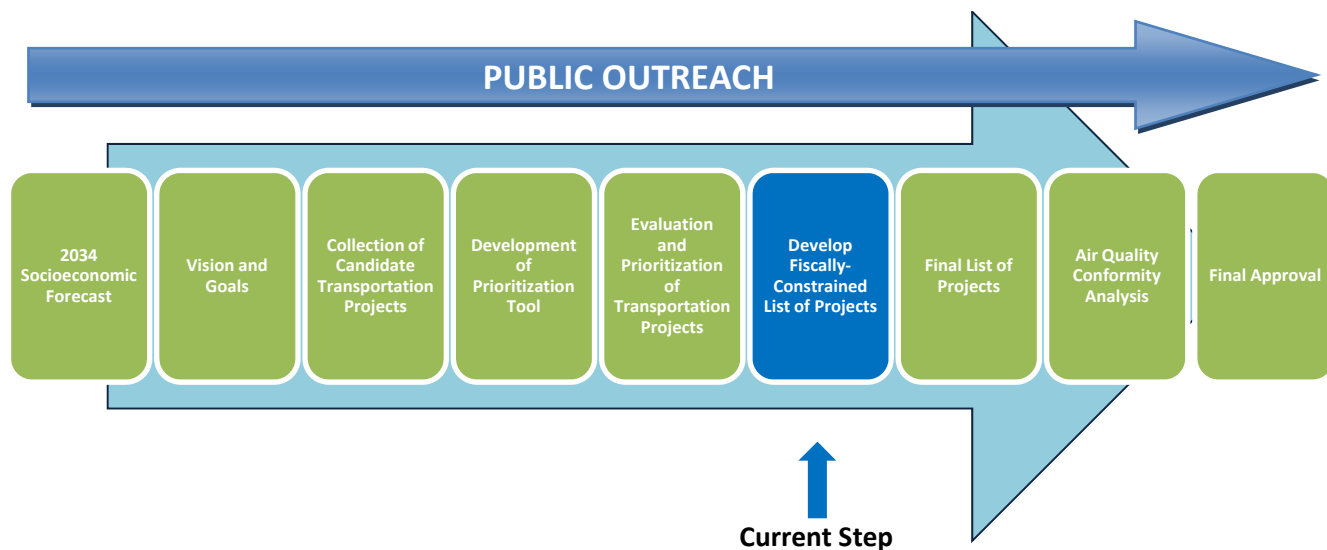
Process for developing 2034 Fiscally-Constrained LRTP Recommendations



2034 Long-Range Transportation Plan

The 2034 LRTP, *Navigating the Future*, will serve as the blueprint for the region's transportation development and identifies needed programs and improvements to the transportation network as well as a long-term transportation investment strategy for the Hampton Roads metropolitan area.

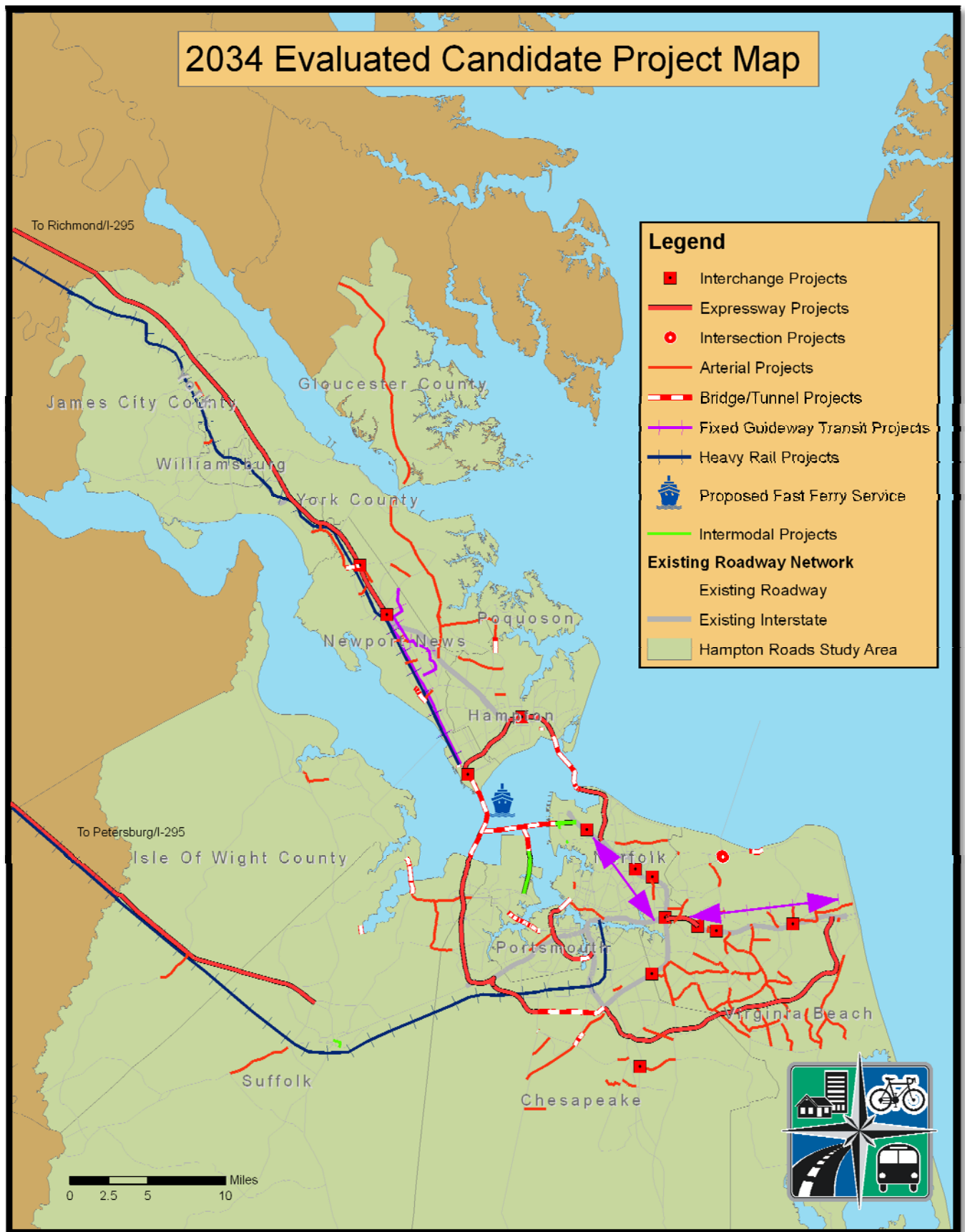
The 2034 LRTP is due for implementation in January 2012. The milestones for the development of the 2034 LRTP are summarized in the graphic below, including where the HRTPO is in the planning process.



Regional Candidate Transportation Projects

Hampton Roads growing population and economy present many challenges and opportunities for the regional transportation network. The HRTPO staff engaged in outreach to the public and locality technical staff in Spring and Summer 2009 to help determine regional transportation priorities, and what projects can be used to address them. From this outreach, the HRTPO staff identified 155 candidate transportation projects (see Map 1), worth approximately \$30 Billion in projected transportation expenditures.

Map 1: Candidate Projects for Consideration in 2034 LRTP



Prioritization

Due to current fiscal conditions within the federal, state, and local budgets, of which all aforementioned budgets highlight a common element of scarce resources, *Navigating the Future* has to develop within narrow financial bounds. In order to advance regional transportation development towards 2034 within a limiting fiscal environment, the HRTPO has developed a Prioritization Tool to assist with prioritizing regional transportation investments.

Utilizing the prioritization tool, the HRTPO staff analyzed the 155 candidate regional transportation projects being considered for inclusion in the 2034 LRTP. Detailed results of this analysis can be found within the *Prioritization of Transportation Projects: Project Evaluation and Scoring* report, approved by the HRTPO Board in December 2010.

Committed Projects

Committed projects are transportation projects that are either under construction currently or are fully funded and will be out for bid/construction by FY 2012 (Plan implementation). See Table 1 below.

Table 1: Committed Projects in 2034 LRTP

	Locality	Cost to Complete
Gilmerton Bridge	Chesapeake	Fully Funded
Portsmouth Blvd (Joliff Rd to Chesapeake CL)	Chesapeake	Fully Funded
Commander Shepard Blvd (Phase I & II) (Big Bethel Rd to Magruder Blvd)	Hampton	Fully Funded
Saunders Rd (Big Bethel Rd to Newport News CL)	Hampton	Fully Funded
Conventional Passenger Rail Service (Richmond to Norfolk)	Multi	Fully Funded
Fort Eustis Blvd (Jefferson Ave to Rte 17)	Newport News/York County	Fully Funded
Wesleyan Dr (Northampton Blvd to Baker Rd) (NOR/VB segments)	Norfolk/Virginia Beach	Fully Funded
Turnpike Rd (Portsmouth Blvd to Constitution Ave)	Portsmouth	Fully Funded
Birdneck Rd (General Booth Blvd to Southern Blvd)	Virginia Beach	Fully Funded
Constitution Drive (Columbus St to Bonney Rd)	Virginia Beach	Fully Funded
Princess Anne Rd and Nimmo Pkwy	Virginia Beach	Fully Funded
I-264 at London Bridge	Virginia Beach	Fully Funded
Witchduck Rd (Princess Anne Rd to I-264)	Virginia Beach	Fully Funded
Bridge Street Bridge (Rudd Ln to Marrow St)	Hampton	\$1.4 M
Huntington Avenue Bridge Replacement over Northrup Grumman Railroad Spur	Newport News	\$1.4 M
Fort Eustis Blvd Bridge Replacements over CSX Railroad	Newport News	\$3.5 M
Middle Ground Blvd (Jefferson Ave to Warwick Blvd)	Newport News	\$41.8 M
Hampton Blvd & RR Grade Separation	Norfolk	\$20.1 M
I-64/Norview Ave Interchange	Norfolk	\$5.3 M
I-564 Intermodal Connector	Norfolk	\$98.5 M
Wythe Creek Rd (Alphus St to Hampton CL)	Poquoson	\$5.3 M
Nansemond Pkwy (Route 337, Helen St to NS Railroad)	Suffolk	\$1.6 M
Kempsville Rd/Princess Anne Rd Intersection	Virginia Beach	\$1.7 M
Nimmo Pkwy (Holland Rd to General Booth Blvd)	Virginia Beach	\$28.3 M

Source: Virginia Department of Transportation, FY 2011-2016 Six-Year Improvement Program
Cost to Complete in YOE (Year-of-Expenditure) dollars

Funding

Based on current information available regarding traditional Federal and State revenues, the region can expect \$13.6 Billion in funding. From this funding, major transportation projects are funded *after* operations and maintenance needs are addressed. Draft revenues available for the 2034 LRTP are summarized below into two broad categories: Major Regional Projects (projects will be individually listed in the LRTP) and Operations/Maintenance/Smaller-Scale Projects (project groupings). See Table 2 below.

This forecast covers ‘traditional’ sources of revenue. Other funding assumptions (Public-Private Partnerships, Tolls, FTA grants, etc.) are still to be determined.

Table 2: Estimated Traditional Revenue for 2034 LRTP

Program	Total Available
Operations/Maintenance/Small-scale Projects	\$12.2 B
Construction for Major Regional Projects	\$1.4 B

Units: Year-of- Expenditure dollars

‘Traditional’ revenue is derived from formula-driven state and federal revenue streams

Funding available for major projects in the 2034 LRTP after accounting for Committed Projects are summarized in Table 3. These figures do not include project-specific funds, such as toll or private funding, FTA grants, etc. These figures are currently being reviewed.

Table 3: Estimated Traditional Revenue, after Funding of Committed Projects

Traditional Funding Source	Available
Interstate NHS	\$222 M
Primary	\$72 M
Regional Surface Transportation Program (RSTP)	\$589 M
Other “Dedicated Statewide Funding”*	\$37 M
Urban	\$139 M
Secondary	\$11 M
TOTAL	\$1.070 B

Source: VDOT

‘Traditional’ revenue is derived from formula-driven state and federal revenue streams

*General state transportation funds normally used as state match to federal funds

Governor McDonnell's 2011 Transportation Funding Proposal

Governor McDonnell has announced his plan to invest \$4 Billion in our transportation system over the next three years. The plan includes three principle components:

- Creation of a \$1 Billion Virginia Transportation Infrastructure Bank
- Utilization of \$1.1 Billion worth of GARVEE bonds to speed up transportation projects
- Accelerated sale of \$1.8 Billion in state transportation bonds that were previously authorized by the General Assembly in 2007

The exact use of this \$4 Billion in funding proposed by the Governor is dependent upon passage of legislation in the 2011 Virginia General Assembly, authorizing many aspects of this proposal and any guidelines of provisions that are included as part of this legislation.

Over the next three years, these proposals will inject \$4 Billion into transportation, which will leverage up to \$6 Billion worth of Public Private Transportation Act (PPTA) projects. VDOT and DRPT have developed a preliminary candidate project list of more than 900 potential projects statewide that could be funded with the implementation of the Governor's Transportation Funding Proposal. It draws from priorities already established in the FY 2011-2016 Six-Year Improvement Program, local priorities established by MPOs and consultation with Commonwealth Transportation Board members.

Of the 900 statewide potential projects, **66 projects are located in the Hampton Roads metropolitan planning area (MPA), totaling approximately \$573 Million** (See **Appendix** for list of candidate projects in the Hampton Roads MPA). **The HRTPO staff recommends approval of the Hampton Roads projects contained in the Governor's Transportation Funding Proposal found in the Appendix, subject to General Assembly approval.**

In addition, the Governor's Transportation Funding Proposal identifies \$1.5 Billion for major state PPTA projects, which include:

- **Midtown Tunnel/Martin Luther King Freeway Extension/Downtown Tunnel**
- **US 460**
- I-95/I-395 HOV/Bus/HOT Lanes
- Pound Bypass-CFX (Rt. 23 to 2.4 Miles E. Rt 23-Wise)

HRTPO Staff and TTAC Recommendation

Using the scores produced by the Prioritization tool, TTAC’s recommendation, and the Governor’s Transportation Funding Proposal, the HRTPO staff developed a fiscally-constrained list of projects. This list contains projects and studies to include in the 2034 L RTP.

The HRTPO staff and TTAC Recommended 2034 L RTP Studies and Projects

Table 4: Studies for 2034 L RTP

Hampton Roads Bridge-Tunnel
Patriots Crossing
Route 460 PPTA Proposals
I-64 Peninsula Corridor Study
Virginia Beach Transit Extension Study
High-Speed and Intercity Passenger Rail

Table 5: Projects for 2034 L RTP

	Locality	Prioritization Scores
Midtown Tunnel/MLK Freeway/Downtown Tunnel*	Norfolk/Portsmouth	242
Dominion Blvd*	Chesapeake	221
Route 17 (George Washington Hwy) (Hampton Hwy to Dare Rd)*	York County	202
Lynnhaven Pkwy (Centerville Tnpg to Indian River Rd)*	Virginia Beach	191
Patriots Crossing: Craney Island Connector	Portsmouth	189
Route 58 (Suffolk Bypass to Manning Bridge Rd)	Suffolk	180
I-64 between Jefferson Ave (exit 255) and Ft Eustis Blvd (exit 250)	Newport News	178
Lesner Bridge*	Virginia Beach	173
Military Hwy (Lowery Rd to Robin Hood Rd)*	Norfolk	157
Route 17 (George Washington Hwy) (Dare Rd to Denbigh Blvd)	York County	146
Holland Rd (Dam Neck Rd to Nimmo Pkwy)*	Virginia Beach	141
Witchduck Rd (I-264 to Virginia Beach Blvd)*	Virginia Beach	141
Laskin Rd (Republic Rd to Oriole Dr)*	Virginia Beach	114
Washington Ave Bridge Replacement*	Newport News	111
Indian River Rd (Lynnhaven Pkwy to Elbow Rd)*	Virginia Beach	109
Laskin Rd (Oriole Dr to 30 th /31 st St)*	Virginia Beach	100
Elbow Rd/Dam Neck Rd (Indian River Rd to Princess Anne Rd)*	Virginia Beach	98

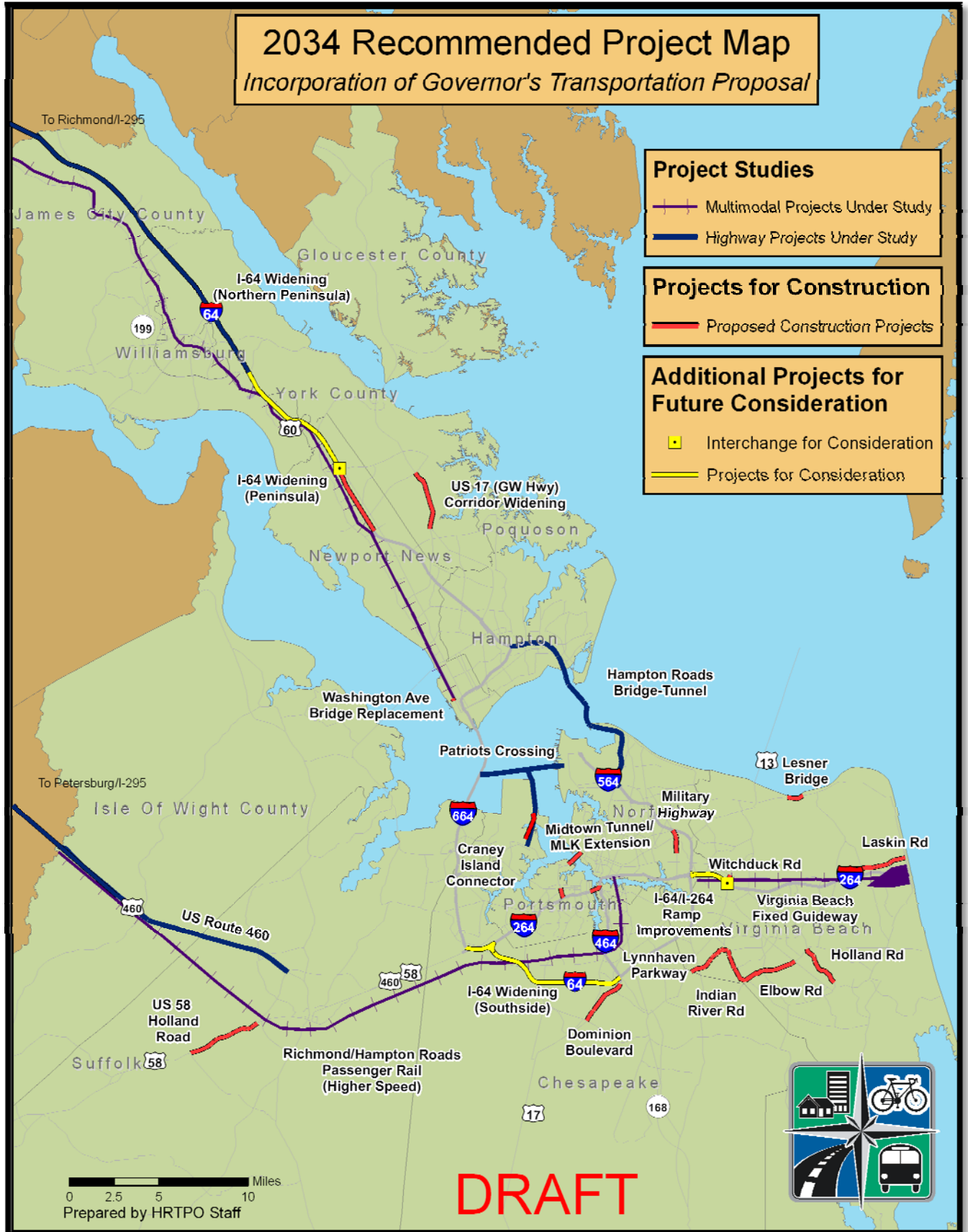
* Indicates the project is included as a candidate project in the Governor’s Transportation Funding Proposal.

In addition to this financially-constrained list of projects, TTAC created a list of additional regional priority projects for future consideration.

Table 6: HRTPO Staff and TTAC Recommendation for Future Consideration

	Locality	Prioritization Scores
I-64/I-264 Interchange Phasing	Norfolk/ Virginia Beach	179
I-64 (Ft Eustis Blvd to Route 199/exit 242)	Newport News/James City County	178
I-64 Southside Phasing (High-Rise Bridge)	Chesapeake	160
I-64 Interchange at Ft Eustis Blvd	Newport News	149

Map 2: HRTPO Staff and TTAC Recommended 2034 LRTP Projects



Appendix

Hampton Roads Metropolitan Planning Area *Governor McDonnell's Transportation Funding Proposal*

- **Highway Preliminary Candidate Project List**
- **Transit and Rail Preliminary Candidate Project List**

Governor's Transportation Funding Proposal: Hampton Roads MPA Highway Preliminary Illustrative Candidate Project List

Agency	Locality	System	Description	From	To	Amount
VDOT	Chesapeake	Interstate	Rte 64 -Widening To 6 Lanes With Hov Lanes	1.17 Miles East Battlefield Blvd	0.87 Mile West Southbound I-464	\$ 366,724
VDOT	Chesapeake	Interstate	Rte 64 -Harbour North Sound Wall	Ramp Terminal At Rte 190	East Side Of High Rise Bridge @Rte 166	\$ 86,174
VDOT	Chesapeake	Interstate	Route 64 -Variable Message Signs	Route 464	Route 17	\$ 126,305
VDOT	Chesapeake	Primary	Rte 17 -Widen From 2 To 4 Lanes & Replace River Xing Bridge	0.75 mile South Of Cedar Road	0.52 mile North Of Great Bridge Blvd	\$ 3,129,436
VDOT	Chesapeake	Urban	Dominion Boulevard	0.75 mile South Of Cedar Road	0.52 mile North Of Great Bridge Blvd	\$ 150,000,000
VDOT	Chesapeake	Urban	Rte 13 -Bridge Replacement	0.417 mile West Of Gilmerton Bridge	0.356 mile East Of Gilmerton Bridge	\$ 11,607,577
Total						\$ 165,316,216
VDOT	Hampton	Interstate	Rte 64 -Traffic Management System	Magruder Boulevard	Route 199(Includes Newport News, Hampton & York County)	\$ 95,767
VDOT	Hampton	Urban	Bridge Street Over Salters Creek VA Str. 8009	Bridge Street Over Salters Creek VA Str. 8009	Bridge Street Over Salters Creek Str 8009	\$ 98,882
VDOT	Hampton	Urban	City Of Hampton -Formula City Payment			\$ 429,157
Total						\$ 623,806

Governor's Transportation Funding Proposal: Hampton Roads MPA Highway Preliminary Illustrative Candidate Project List

Agency	Locality	System	Description	From	To	Amount
VDOT	Hampton Roads District-wide	Interstate	Rte 64 -Construct New Interchange Chesapeake/Virginia Beach	At City Line Road		\$ 1,168,008
VDOT	Hampton Roads District-wide	Interstate	Rte 664 -Traffic Management System	North End Monitor-Merrimac Tunnel	Route 264 (Bowers Hill)	\$ 631
VDOT	Hampton Roads District-wide	Interstate	Rte 464 -Traffic Management System	Route 64	Route 264	\$ 733
VDOT	Hampton Roads District-wide	Miscellaneous	Transportation Improvements To Historic Jamestown 2007			\$ 587,886
VDOT	Hampton Roads District-wide	Miscellaneous	Infrastructure Improvements For Jamestown 2007			\$ 46,328
VDOT	Hampton Roads District-wide	Primary	Rte 58 -PPTA Project Development & Management (Dt/Mt/MLk)	Midtown Tunnel Corridor		\$ 5,717,654
VDOT	Hampton Roads District-wide	Primary	DT/MT/MLK PPTA -(Midtown Tunnel And MLK)			\$ 2,000,000
VDOT	Hampton Roads District-wide	Primary	In-Plan Utility Work On Route 105 Widening	1.250 kilometer east of Route 143	0.250 kilometer west of Route 17	\$ 40,000
VDOT	Hampton Roads District-wide	Primary	Rte 58 -PPTA Project Development & Management (DT/MT/MLK)	Martin Luther King Extension	Interstate 264 -London Boulevard	\$ 31,207
VDOT	Hampton Roads District-wide	Primary	Rte. 58 -Lane Reversal	Rte. 58 Lane Reversal		\$ 600,000
Total						\$ 10,192,447
VDOT	Isle of Wight County	Secondary	Rte 692 -Reconstruction	0.4 mile West Route 652	West Route 652	\$ 15,733
VDOT	Isle of Wight County	Secondary	Rte 620 -Reconstruction	0.031 mi. W. Int. Route 681	0.060 mi. E. Int. Route 637	\$ 184,339
VDOT	Isle of Wight County	Secondary	Rte 637 Over Great Swamp Branch VA str. 6045	Rte 637 Over Great Swamp Branch VA str. 6045	Rte 637 Over Great Swamp Branch Str 6045	\$ 99,089
Total						\$ 299,161

Governor's Transportation Funding Proposal: Hampton Roads MPA Highway Preliminary Illustrative Candidate Project List

Agency	Locality	System	Description	From	To	Amount
VDOT	James City County	Secondary	Rte 622 -Rural Rustic Road (Surface Treat Non-Hardsurface)	0.56 mile West Route 1040	1.00 mile West Route 1040	\$ 107,633
VDOT	James City County	Secondary	Mooretown Rd Bikeway	Airport Rd	Rain Tree Way	\$ 733,476
VDOT	James City County	Secondary	Rte 615 -Reconstruct To 4 Lanes	0.067 mile South Of Intersection Route 616	0.005 miles South Of Route 747	\$ 457,393
VDOT	James City County	Secondary	Future Bridge Project			\$ 26,326
Total						\$ 1,324,828
VDOT	Newport News	Enhancement	Mariner's Museum USS Monitor"-Phase I -Landscaping/Parking "	Route 60	Mariners Museum/USS Monitor Center	\$ 116,180
VDOT	Newport News	Urban	Rte 60 -6 Lanes	0.304 km South Of Route 312	0.319 km North Of Nettles Drive	\$ 623,827
VDOT	Newport News	Urban	Middleground Blvd -4-Lane Divided With Curb,Gutter,Sidewalk	0.120 mi. East Of Jefferson Avenue	0.077 mi. West Of Warwick Boulevard	\$ 1,574,110
VDOT	Newport News	Urban	Rte 60 -Roadway & Drainage Work For Widening Warwick Blvd	Intersection Of Nutmeg Quarter	Intersection Of Nettles Drive	\$ 2,238,648
VDOT	Newport News	Urban	Washington Ave over NNS and DD RWY Va struc 8009	0.04 mi to Rte. 351	0.04 mi 41st Street	\$ 96,943
Total						\$ 4,649,708

Governor's Transportation Funding Proposal: Hampton Roads MPA Highway Preliminary Illustrative Candidate Project List

Agency	Locality	System	Description	From	To	Amount
VDOT	Norfolk	Interstate	R000 -I-564 Intermodal Connector	I-564	Norfolk Naval Base/N.I.T.	\$ 6,949,978
VDOT	Norfolk	Interstate	I-64/Norview Avenue -Ramp Improvement	0.313 mi. West Of Norview Avenue	0.215 mi. East Of Norview Avenue	\$ 230,573
VDOT	Norfolk	Interstate	I-264 -Install Type B, Class VI Pavement Line Markings On I-State	.01 mi E Of Downtown Tunnel	WCL City of VA Beach	\$ 44,729
VDOT	Norfolk	Public Transportation	Double Stack Clearance Of Tunnels On The Norfolk Western Mai			\$ 722,734
VDOT	Norfolk	Urban	Rte 337 -Reconstruction	0.005 Kilometer North Of Rogers Avenue	0.011 Kilometer South Of B" Avenue "	\$ 844,296
VDOT	Norfolk	Urban	Rte 58 -Widen To 6 Lanes	0.023 km West Of Jett Street	0.216 km East Of BRIAR HILL ROAD	\$ 262,991
VDOT	Norfolk	Urban	Robin Hood Rd & Military Hwy Phase 1, Link W/ UPC 1765 &9783	0.289 mi. North Of Northampton Blvd	0.230 mi North Of Rte I-64	\$ 203,923
VDOT	Norfolk	Urban	Debt Reimbursement(33.1-23.3) For Norfolk Light Rail Transit	Citywide		\$ 67,344
Total						\$ 9,326,568
VDOT	Poquoson	Urban	Rte 172 -City Of Poquoson -Phase I	Alphus Street	SCL Poquoson	\$ 28,105
Total						\$ 28,105
VDOT	Portsmouth	Primary	Rte 164 -Rail Relocation	Rail Relocation Along Route 164 Corridor		\$ 282,333
VDOT	Portsmouth	Urban	Rte 337 -4 Lane	0.134 Miles East Of Frederick Boulevard	Constitution Avenue	\$ 198,528
Total						\$ 480,861
VDOT	Smithfield	Enhancement	ARRAC-Smithfield Downtown Revitalization- Streetscaping Ph. V	Luter Drive	1,300 feet east of Jericho Road	\$ 60,482
Total						\$ 60,482

Governor's Transportation Funding Proposal: Hampton Roads MPA Highway Preliminary Illustrative Candidate Project List

Agency	Locality	System	Description	From	To	Amount
VDOT	Suffolk	Urban	Rte 1003 -Reconstruction	Route 1007	End Of State Maintenance	\$ 30,844
VDOT	Suffolk	Urban	Rte 337 -Widen To 4 Lanes	0.37 Mile E. Of Shoulder Hill Road (Rte. 626)	0.748 Mile E. Of Shoulder Hill Road (Rte. 626)	\$ 237,613
VDOT	Suffolk	Urban	Rte 626 -Reconstruction (PE & RW Only In SSYP)	Route 337	Route 17	\$ 280,964
Total						\$ 549,421
VDOT	Virginia Beach	Interstate	ARRA-C VA Beach 264 Lynnhaven Interchange Improvements/Ramps	0.33 Mi. east of Lynnhaven Parkway (Rte 414) along I-264	0.15 Mi. south of I-264 along London Bridge Road (Rte 279)	\$ 1,194,467
VDOT	Virginia Beach	Interstate	Rte 264 -Interchange Improvement	0.426 Mile East Of Wbl I-64	0.473 Mile East Of Witchduck Rd	\$ 28,551
VDOT	Virginia Beach	Miscellaneous	Norfolk Southern Corridor Row			\$ 20,000,000
VDOT	Virginia Beach	Urban	Rt 58 Widen To 6 Land Divided Facility	0.449 Kilometer West Of First Colonial Road	0.515 Kilometer East Of Birdneck Road	\$ 66,495,301
VDOT	Virginia Beach	Urban	Rte 58 -Widen To 6 Lanes Phase Iii	0.32 Miles East Of Birdneck Road	0.247 Miles West Of Pacific Avenue	\$ 19,563,540
VDOT	Virginia Beach	Urban	Lynnhaven Parkway -Widening To 4 Lanes	0.4571 Miles East Of Centerville Turnpike	0.1627 Miles West Of Indian River Road	\$ 17,489,275
VDOT	Virginia Beach	Urban	Holland Road -Upgrade To 4 Lanes	0.207 Mile North Of Dam Neck Road	0.152 Mile South Of Nimmo Parkway	\$ 25,894,198
VDOT	Virginia Beach	Urban	Elbow Rd -Upgrade To 4 Lanes & Extension	Indian River Road	0.5 Mile West Of Princess Ann Road	\$ 41,440,418
VDOT	Virginia Beach	Urban	Indian River Road -Upgrade To 4 Lanes	Lynnhaven Parkway	Elbow Road	\$ 58,876,881
VDOT	Virginia Beach	Urban	Witch Duck Road -6 Lanes	I-264	Virginia Beach Blvd	\$ 29,249,483
VDOT	Virginia Beach	Urban	Lesner Bridge Replacement	Va Beach	Va Beach	\$ 78,750,000
VDOT	Virginia Beach	Urban	Birdneck Road -Widen From 2 To 4 Lanes	0.011 Mile East Of General Booth Boulevard	0.016 Mile North Of Southern Boulevard	\$ 824,358
VDOT	Virginia Beach	Urban	City Of Va Beach -Formula City Payment			\$ 239,648
Total						\$ 360,046,120

Governor's Transportation Funding Proposal: Hampton Roads MPA Highway Preliminary Illustrative Candidate Project List

Agency	Locality	System	Description	From	To	Amount
VDOT	Williamsburg	Urban	Install Traffic Signal -Int. Waltz Farm Dr./Richmond Rd.	Intersection Richmond Rd. & Waltz Farm Dr.		\$ 22,892
VDOT	Williamsburg	Urban	Install Traffic Signal -Int. York St./Quarterpath Rd.	Intersection of York Street & Quarterpath Road		\$ 5,511
Total						\$ 28,403
VDOT	York County	Primary	Rte 17 -Widen From 4 To 6 Lanes	1.267 Mile South Route 620 (Lakeside Drive)	1.517 Mile North Route 620 (Lakeside Drive)	\$ 19,140,246
VDOT	York County	Primary	Rte 17 -Widen From 4 To 6 Lanes	1.267 Mile South Route 620 (Lakeside Drive)	1.517 Mile North Route 620 (Lakeside Drive)	\$ 355,762
VDOT	York County	Secondary	Rte 620 -Construct LTLS and RTLS At Various Locations	0.021 Kilometer East Intersection Route 17	0.003 Kilometer South Intersection Route 621	\$ 31,841
VDOT	York County	Secondary	Rte 620 -Construct LTLS and RTLS At Various Locations	0.021 Kilometer East Intersection Route 17	0.003 Kilometer South Intersection Route 621	\$ 78,200
VDOT	York County	Secondary	Future Bridge Project			\$ 25,879
Total						\$ 19,631,928
VDOT	Multiple	Interstate/Primary	Downtown Tunnel/Midtown Tunnel/Martin Luther King Freeway Extension, I-95/I-395 HOV/Bus/HOT Lanes, Route 460, Pound Bypass-CFX (Rt. 23 to 2.4 Miles E. Rt 23-Wise)	Various	Various	\$ 1,497,000,000
VDOT	Statewide	Miscellaneous	I-64 Corridor Project	Richmond	Hampton Roads	\$ 14,162
Total						\$ 1,497,014,162

Governor's Transportation Funding Proposal: Hampton Roads MPA Transit and Rail Preliminary Candidate Project List

Agency	Applicant	Program	Description	Amount
DRPT	VA Port Authority	Rail	Craney Island Connector, NIT Marshaling Yard	\$ 3,052,180
DRPT	VA Port Authority	Rail	Craney Island Connector, NIT Marshaling Yard	\$ 2,622,820
DRPT	Hampton Roads Transit	Transit	Rolling Stock	\$ 660,000
DRPT	Hampton Roads Transit	Transit	Facility Construction/Improvements	\$ 675,353
DRPT	Hampton Roads Transit - Light Rail	Transit	Other	\$ 15,353,543
DRPT	Hampton Roads Transit - Light Rail	Transit	Other	\$ 10,000,000
DRPT	CSX	Rail	Northern Virginia/Hampton Roads: National Gateway - Virginia Avenue Tunnel, Kilby Support Yard	\$ 27,923,480
DRPT	Norfolk Southern	Rail	Norfolk to Richmond Passenger Rail - Track Improvements, I-81 Crescent Corridor - Berryville, Elkton, Roanoke Projects, Alexandria to Manassas Track Improvements	\$ 15,989,667
DRPT	Norfolk Southern	Rail	Norfolk to Richmond Passenger Rail - Track Improvements, I-81 Crescent Corridor - Berryville, Elkton, Roanoke Projects, Alexandria to Manassas Track Improvements	\$ 13,020,080
Total				\$ 89,297,123

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**HRTPO Open Public Comment Period for 2034 LRTP Prioritization Summary**  
**January 3, 2011 – January 24, 2011**  
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RE: 2034 Prioritization Summary

Name: Ms. Yukari Hughes
Date: January 24, 2011
Subject: The LRTP for 2034

Public Comment Input (Via Email)

The attached is my attempt on prioritizing the transportation projects. I scored the project as a citizen of Northern Newport News who commutes to Southside daily.

Source of data: Appendix A (Page 29 – 35) of "Hampton Roads Prioritization of Transportation Projects, Project Evaluation and Scoring, Dec 2010"

Evaluation methodology:

1. List all the projects that scored high in Project Utility, Economic Vitality, or Project Viability categories (highlighted in green, red, or orange) in Appendix A. I found 46 projects.
2. Scored each project according to my own three categories that are important to me such as safety, utility, and quality of life. I gave points to each project as below. Safety (1 or 0 point), Utility (high - 3 points, mid - 2 points, and low - 1 point), and Quality of life (high - 3 points, mid - 2 points, and low - 1 point). Please see "Scoring all" tab. FYI, I didn't consider economic vitality nor project viability as deciding factors.
3. Totaled the points and chose top half for comparison ("Top Half" tab).
4. Compared each project against others. For example I chose I-64 Peninsula widening project over I-64 Northern Peninsula widening project as it has more value to me. Please see "Comparison Metric" tab.
5. Finally I counted projects selected by occurrence and summarized in "Score & ranking" tab.

Please let me know if you have any questions. Thank you so much.

I am writing to express my support for two issues that would benefit the peninsula region.

1. Extend Mooretown Road from Lightfoot Road to the Croaker Road intersection with Rochambeau Road. Doing this would provide faster emergency response from the upper county and lower New Kent to the Sentara Hospital. This will lower traffic

pressure on Rt. 60 and Interstate 64. Provide an additional Hurricane evacuation route for the peninsula.

Allow for the closure of six at grade crossings of the CSX tracks between Lightfoot and Croaker. Overpasses are in place in Lightfoot and Croaker. Allow for development in the future of an area served by two interstate exits and entrances and adjacent to CSX Rail service.

2. My second comment does involve the railroad and I believe this resource is and has been woefully neglected in favor of road transport. The days of being at the mercy of the Railroad Barons are long gone. We need to encourage light rail and major freight hubs to lessen the burden on our highways. We could double the capacity of the rails and do it with less cost if Jurisdictions would waive the real estate tax rates based on track mileage. I thank you for allowing me to comment.

My Priority Ranking	Project Name	Counts
1	HRBT/I-64 (8 lane)	22
2	HRBT/I-64 (6 lane)	21
3	I-64 interchange @ Bland Blvd/Denbigh Blvd	19
4	Fort Eustis Blvd bridge replacement	19
5	I-64 @ Fort Eustis blvd	18
6	Middle Ground blvd (Jefferson ave)	18
7	Route 17 (Denbigh blvd)	16
8	Midtown tunnel/MLK freeway extension	15
9	MLK Freeway extension to I-464	14
10	I-64 Peninsula widening	13
11	I-264 EB ramp from I-64 WB	11
12	I-64/I-464 Interchange	11
13	I-64/Norview Ave interchange	9
14	Route 17 (Dare road)	7
15	I-64 Northern Peninsula widening rt 199	6
16	Route 17 (NN CL)	6
17	I-64 Southside widening (incl High-rise Bridge)	5
18	Saunders Rd (NN CL)	5
19	Richmond to Hampton Roads Passenger Rail Project	5
20	Route 17 (Hampton Hwy rt 134)	4
21	Third crossing - complete implementation	3
22	I-564 @ Chambers Field (Air Terminal interchange)	3
23	I-64 Interchange @ Lasalle Ave	3

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**HRTPO Open Public Comment Period for 2034 LRTP Prioritization Summary  
January 3, 2011 – January 24, 2011**  
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RE: 2034 Prioritization Summary

Name: Mr. Ray Taylor

Date: January 17, 2011

Subject: HRTPO Prioritization of Transportation Projects: Project Evaluation and Scoring

Public Comment Input (Via Email)

This new Prioritization Process is outstanding in many ways and will bring new discipline, confidence and success to our region's efforts to produce its next 2034 Long Range Plan and from that confidence as well in the effort to obtain fair-share funding going forward.

There is one thing, however, that, in my opinion, needs to be re-addressed and that relates to passenger rail projects. The Prioritization Process document states that "Passenger rail was not scored, as there are not multiple heavy rail projects under consideration and the HRTPO Board has supported the high-speed and enhanced intercity passenger rail concepts for the region".

I believe this is a mistake, and I believe that high-speed and intercity passenger rail projects must be specifically included in the HRTPO's prioritization process document so as to be properly included in the upcoming regional 2034 LRTP. It would be a mistake to wait four more years until the next 2038 LRTP Plan is developed to do this.

- As it is today, high-speed and intercity (Amtrak) passenger rail are existing national and state level programs. Both of these rail systems have been funded with federal and state level resources. It is inescapable. These two surface transportation programs exist and they advance today with continuing incremental development and improvement projects (and studies) being pursued in a constant and steady way.
- The Richmond, Raleigh, Charlotte and many other MPO organizations address passenger rail projects in their LRTPs every four years in a routine way. We need to do the same.
- For Hampton Roads, and as a mere start, I have quickly listed some candidate Hampton Roads passangers rail projects below that should be evaluated and scored in the HRTPO's Prioritization Process document (instead of being left out):
 1. Peninsula intercity passenger rail line improvements package, Phase I,
 2. Peninsula intercity passenger rail line improvements package, Phase II,
 3. Conduct the Tier II EIS and 30 percent PE, Southside rail line,
 4. Feasibility study, Oyster Point area passenger rail train station,
 5. Feasibility study, Bower's Hill passenger rail train station,
 6. Construct an extended or second intermodal train station platform, Harbor Park train station,

7. Re-install a segment of second track, for example eight miles of track, between Newport News and New Kent County along the Peninsula rail line,
8. Conduct a requirements study concerning the potential need to re-purchase the right of way along the Southside rail line west of Bower's Hill,
9. The TPO Staff could improve and add to this list of early candidate passenger rail projects.

- **This is important because:**

1. None of these individual projects can be placed in our regional TIP and from there pursue actual funding unless they are included in some manner in the region's LRTP.
2. Today, the train stations in Richmond, Raleigh and Charlotte have already received federal funding for improvements and expansion, but the train stations in Harbor Park, Newport News and Bower's Hill have not been funded. This kind of effort starts by "using the proper document process"—we need to put passenger rail projects in our LRTP and TIP documents.
3. North Carolina has submitted federal grant requests for their intercity passenger rail lines to Wilmington and to Asheville, but no similar federal grant request has been developed for the Peninsula intercity passenger rail line, arguably a more important intercity rail line.
4. In the beginning for us, this new process of identifying passenger rail projects will be very confusing, but the effort will settle out probably within a year. Quickly, we will see that the projects do need to be scored and prioritized just like primary or any other category of transportation projects needs to be prioritized.
5. And, instead of not competing, these projects will actually (a) compete with each other, and (b) compete, in some cases, for FHWA flexed funding against road projects.
6. As concerns high-speed and intercity passenger rail, "the best way to begin is to begin".

I recommend that specific or packaged passenger rail projects be included in the Prioritization Process document now and be included in the next 2034 Long Range Transportation Plan this year rather than waiting to do this for another four years until the next 2038 LRTP is developed.

Following is a list of individual passenger rail projects that have been included in other MPO documents. The far majority of these example projects listed below came from the Richmond MPO documents. Some example projects came from the Raleigh MPO documents:

- Rail improvements, Phase I – main street station
- Rail improvements, Phase II – south and east of Richmond
- Improve surface crossing at railroad
- Rubberize a grade crossing
- Interconnect signals with preemption feature
- Rail improvements – planning and design
- Rubberized track crossing repairs
- New rail line at Acca
- Rail safety projects

- Realign lights and gates and constant warning
- Add gates and upgrade flashing lights
- Install flashing lights and gates
- Install lay-in concrete crossing surface
- Install overhead lighting/delineators at crossings
- Add gates
- Reconstruct road crossing and surface treatment
- Interconnect railroad signals with road/highway signals
- Flashing lights and gates, median constant warning
- Replace rail-way bridge
- Resurface rail-way bridge
- Protect rail lines
- Track and station construction
- Upgrade train station platforms
- Add a train station platform
- Construct a new separated grade crossing

Note: Many of the generically named projects listed above were listed two, three or more times in any one LRTP document, with each listing (for example upgrading lights or a grade crossing) having a specified location identified for each project.

**AGENDA ITEM #7: CHRISTOPHER NEWPORT UNIVERSITY COMMUNITY
CONVERSATIONS/SURVEYS PROPOSAL**

SUBJECT:

Christopher Newport University has submitted a proposal to the HRTPO to conduct community conversations/surveys as part of the HRTPO's continuing outreach program.

BACKGROUND:

As part of the HRTPO's community outreach strategies to seek out and consider transportation interests and needs of Hampton Roads residents, the HRTPO partnered with Christopher Newport University (CNU) last year to conduct focus groups, gauge public opinion, and engage area residents in HRTPO plans, programs, and activities.

HRTPO staff is committed to strengthening its ties with the public, and as such, has received a proposal from CNU to conduct a series of community conversations/surveys. Because HRTPO staff will be conducting its own community conversations regarding the transportation process and local issues, staff has agreed to engage CNU to carry out only the public surveys.

Ms. Kendall Miller, Public Involvement and Community Outreach Administrator, will brief the CTAC on this item.

RECOMMENDED ACTION:

This item is for informational purposes.

AGENDA ITEM #8: CTAC BLOG UPDATES

SUBJECT:

To better inform CTAC members, a members' only blog update has been developed.

BACKGROUND:

Currently, HRTPO staff transmits a weekly blog regarding meeting updates and other pertinent information to interested parties via email. In order to better inform and maintain contact with CTAC members, staff will be transmitting updates specifically designed for CTAC members.

Ms. Kendall Miller, Public Involvement and Community Outreach Administrator, will brief the CTAC on this item and present an example of the CTAC blog.

Handout

RECOMMENDED ACTION:

This item is for informational purposes.

AGENDA ITEM #9: 2034 LONG-RANGE TRANSPORTATION PLAN PUBLIC MEETINGS

SUBJECT:

To assist the HRTPO Board in determining transportation project priorities for the fiscally constrained 2034 Long-Range Transportation Plan (LRTP), HRTPO staff continues its outreach efforts with Southside and Peninsula public meetings.

BACKGROUND:

Staff held two public meetings, February 2, 2011 and February 23, 2011, in Chesapeake and Newport News respectively to gauge public opinion.

Ms. Kendall Miller, Public Involvement & Community Outreach Administrator, will brief the CTAC on the information received from the meetings.

Handout

RECOMMENDED ACTION:

This item is for informational purposes.

AGENDA ITEM #11: OLD/NEW BUSINESS

AGENDA ITEM #12: ADJOURNMENT