

AGENDA ITEM #9: FOR YOUR INFORMATION

A. CITIZEN TRANSPORTATION ADVISORY COMMITTEE MEMBERSHIP

As prescribed in the CTAC Bylaws, the initial terms of the CTAC members are staggered where one-third of the members are appointed for one-year terms; one-third of the members are appointed for two-year terms; and one-third are appointed for three-year terms.

Several CTAC members have approached their one-year term limits. On March 17, 2011, the HRTPO Board approved an additional three-year term for the following CTAC members:

Sharyn Fox – City of Newport News
Randy Lassiter – City of Norfolk
Archie Whitehill – City of Norfolk
Richard Green – City of Suffolk
John Malbon – City of Virginia Beach
Ray Taylor – City of Virginia Beach

B. HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION MINUTES

The minutes from the March 17, 2011 HRTPO Board meeting are attached.

Attachment 9-B

Hampton Roads Transportation Planning Organization (TPO)

Board Minutes of March 17, 2011

The Hampton Roads TPO Board Meeting was called to order at 10:41 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTPO Voting Members in Attendance:

William D. Sessoms, Chairman (VB)
Alan P. Krasnoff (CH)
Clifton Hayes (Alternate, CH)
Christian D. Rilee (GL)*
George Wallace (Alternate, HA)
Stan D. Clark (IW)
Bruce C. Goodson (JC)
McKinley Price (NN)
Paul D. Fraim (NO)
W. Eugene Hunt (PQ)
Linda T. Johnson (SU)

Thomas G. Shepperd, Jr. (YK)*
Amy Inman (Alternate, DRPT)
Delegate John Cosgrove (GA)
Delegate Glenn Oder (GA)
Senator John Miller (GA)
Senator Yvonne B. Miller (GA)
Philip Shucet (HRT)
Dennis Heuer (VDOT)
Jeff Florin (Alternate, VPA)
Mark Rickards (WATA)

HRTPO Nonvoting Members in Attendance:

William E. Harrell (CH)
Brenda Garton (GL)
Mary Bunting (HA)
Robert C. Middaugh (JC)
Neil A. Morgan (NN)
Stanley Stein (NO)
Kenneth L. Chandler (PO)
J. Randall Wheeler (PQ)

Selena Cuffee-Glenn (SU)
Jackson C. Tuttle, II (WM)
James O. McReynolds (YK)
William Harrison (CTAC)
Ivan Rucker (FHWA)
Colonel Glenn Grothe (U.S. Army)
Commander Kemit Spears (Alternate, USN)

HRTPO Executive Director:

Dwight L. Farmer

Other Participants:

Thelma Drake (DRPT)

HRTPO Voting Members Absent:

Molly Joseph Ward, Vice-Chair (HA)
Kenneth I. Wright (PO)

Clyde Haulman (WM)
Jerry Bridges (VPA)

HRTPO Nonvoting Members Absent:

W. Douglas Caskey (IW)
James K. Spore (VB)
Jeffrey Breeden (FAA)
Irene Rico (FHWA)
Tony Cho (FTA)
Letitia A. Thompson (FTA)

William Bell (FTAC)
Wayne Shank (NAA)
Ken Spirito (PAC)
Capt. Mark Ogle (USCG)
Capt. Mary Jackson (USN)
Randall P. Burdette (VDOA)

* Late or Early Departure

Others Recorded Attending:

John Gergely, Henry Ryto (Citizens); Earl Sorey, Ella Ward (CH); Brian DeProfio, Dianne Randall Foster (HA); Beverly Walkup (IW); Michael King, Jerri Wilson (NN); John Keifer, Bryan Pennington, Jeff Raliski (NO); Eric Nielsen (SU); Phil Pullen (VB); Eric Stringfield, Christopher Voigt (VDOT); Aubrey Layne (CTB); Debbie Messina (The Virginian Pilot); Jon Cawley, Cory Neal (Daily Press); Will Christopher, Ray Taylor (FHR); Rich Clifton (RK&K); Carolyn McPherson (Light Rail Now, Inc.); Ellis James (Sierra Club Observer); Karen McPherson (Kimley-Horn); Rowena Fullinwider, Jack Hornbeck, Dean McClain, Henri Parks, Candace Reid (HRCC); Chris Lloyd (McGuire Woods Consulting); Meredith Judy (Rhodeside & Harwell); Wendy Vachet (US Navy); Scott Lovell (PB); Jim Oliver (HRCCE); Mark Geduldig-Yatrofsky (Portsmouthcitywatch.org); Christy Everett (Chesapeake Bay Foundation); James Openshaw (CTAC); Peter Huber (Willcox and Savage); Germaine Fleet (Biggs & Fleet); HRPDC and HRTPO Staff: Camelia Ravanbakht, Jessica Banks, Sam Belfield, John Carlock, Rick Case, Jennifer Coleman, Nancy Collins, Kathlene Grauberger, Greg Grootendorst, Frances Hughey, Jim Hummer, Rob Jacobs, Michael Kimbrel, Joe Paulus, Benito Pérez, Kelli Peterson, Dale Stith, Joe Turner, and Chris Vaigneur.

Public Comment Period

Four people requested to address the HRTPO Board. Chairman Sessoms asked them to limit their comments to three minutes.

Mr. Jack Hornbeck

Thank you Mr. Chairman. Mr. Chairman. Members of the TPO. Good morning. My name is Jack Hornbeck and I'm President of the Hampton Roads Chamber of Commerce and I am here on behalf of our 1,800 member firms. We are pleased that the federal government is attempting to provide significant funding for the development of high-speed and intercity passenger rail service. Our chamber has joined not only with other regional and local business organizations represented here today that you will hear from in just a moment, but we are also working with the Raleigh, North Carolina and Richmond, Virginia Chambers as part of a two-state, three-region coalition to ultimately develop high-speed passenger rail within the Raleigh, Petersburg, Hampton Roads, Richmond, and Washington, D.C. Corridor. As has been demonstrated previously, there is no doubt that Hampton Roads' demographics enhance the case to be made. At the moment, we do not know how the funding issue will ultimately shake out, but we encourage the Hampton Roads Transportation Planning Organization to look at opportunities now to ensure that we are ready to take advantage of the federal government's interest in developing high-speed and passenger rail service. Thank you.

Aubrey Layne

I do want to take one moment for you to notice that I do have on silver and blue today for the Monarchs. My name is Aubrey Layne, and I speak to you today as the Hampton Roads representative of The Commonwealth Transportation Board. Over the last few years it has been fashionable to talk about Hampton Roads receiving its fair share of transportation dollars, but I want to talk to you about today is that I think there has been some structural changes that make that a reality and maybe even more. First of all we have a new administration with the Governor that not only lived and worked here but very much understands our transportation needs. We have a Secretary of Transportation who is very versed in the maritime industry and understands what it means to our port, to our shipyards, and to our military. We have a new Commissioner of VDOT who is very much focused on accountability, and not so much driven by political means. And, we have, of course a new Director of Rail and Public Transportation who is a native of the area who will speak to you later today who has already shown how she can help us by bringing, making conventional rail on the Southside and improvements on the Peninsula a reality. In addition, we now have three members on the Commonwealth Transportation Board, so we have at least as many as Northern Virginia, and more than most of the other areas in the state. Finally, capping all this off, we are now presented with a list from the Governor of transportation projects across the state, and Hampton Roads stands to win fairly big in this, particularly when you consider that of \$1.5 billion that has been set aside for public private partnerships, so there are a lot of things that look good for us on the horizon, but they are not happening without some action on our part, and that's what I want to talk to you about three things today. First of all, I would very much encourage you to complete your work on prioritization. That is going to be the name of the game, not only for these projects coming up, but also in the future. We are now having to program not just construction monies but RSTP and CMAQ monies over the six-year plan. The State of Virginia is now pre-driven by federal dollars on construction in many of its programs. All our state money is going to fund maintenance to fund our agencies and to fund debt service and the federal program is use it or lose it. So I would encourage you to get our prioritization lined up on all our programs and make sure these funds are being used effectively. The second thing that I would encourage you to do is to continue your efforts of outreach not only to the CTB, the Administration, but all the agencies you deal with. We have made good strides in that fact. We have had a presentation at the CTB Board. You have taken it upon yourself to allow this meeting to be happening on a Thursday instead of a Wednesday to allow the CTB members to come here, but it is a two-way street, and I would also encourage you to send representatives to the CTB. We have some public hearings coming up on the 27th of this month particularly for our six-year plan, and I would encourage you that we show a consensus about our projects and what we want in that plan, because the Governor's plan does not include everything that we need here and we are in a competition and we need to be not only prioritized but on a consensus in that. The last thing that I would ask you to consider is I would encourage you to embrace accountability and control of all the funds that run through this organization and I say that with the very most selfish means possible for our region, because if we have accountability, we have control. As the CTB District Member, I am now charged with having to sign off, not only the allocation but the effectiveness of these programs. The Secretary has charged all the agencies to deliver to us at each meeting, a listing of programs across the State where monies are not being moved, or they are sitting there. This happened yesterday. It just so happened that Hampton Roads was the recipient. We picked up almost five million dollars on our highways for guardrail and signage improvement. So I would encourage you to embrace that because if we know about those things we can take those monies and allocate them to jobs and localities and across the region here before it gets to Richmond, and I would rather us be in charge of that than a bureaucrat, with all due respect, in Richmond and I have to defend on why somebody wants to move monies from our

district. So I will conclude by saying, we have a great opportunity and it is time for us to take some action. Now I opened my comments by talking about what's our fair share. I can tell you I have been there two years and I have not got one project moved forward in Hampton Roads across the state talking about what is fair or our fair share. We are in a competition and we need to be the best team on the field, and quite frankly I am tired of losing. So I would ask us all to take some accountability for ourselves and let's go get these monies that are out there for us to take. Thank you very much for your time today.

Barry Bishop

Good morning. I'm Barry Bishop. I'm here this morning speaking on behalf of the Greater Norfolk Corporation, as well as our counterpoint organizations – the Virginia Beach Vision, the Portsmouth Partnership, and the Chesapeake Alliance in support of the TPO continuing to work with your high-speed rail consultant to develop a scope of work towards a TIER II EIS between Hampton Roads and Richmond. I would hasten to add that it goes without saying that our efforts should complement and not in any way compete with our teammates at the Virginia Department of Rail and Public Transportation. We are all painfully aware of the uncertainty regarding what funding, if any, will be available and when, particularly in the short term. But that said, our goal should be to be ready when the funding becomes available so that we are in the front of the line instead of the back of the line. Thank you.

Will Christopher

Mayor Sessoms, Dr. Drake, from my City of Norfolk Mayor Fraim, and distinguished friends, good morning. I want to thank the business community for their comments this morning. I represent the younger generation, the next generation, and we care deeply for the wonderful region of Hampton Roads and for its future quality of life. We appreciate the brave steps this Board is taking towards 21st century transportation infrastructure, and we are encouraged by what your transportation consultant has done so far. We would like to see that work continue so that we can be better prepared in the future to advance our region. It was brought to my attention that it would be my generation and younger that would primarily be riding high-speed rail. A growing number of us think of transit and infrastructure projects as strategic investments fundamental to the growth and success to Hampton Roads and if the Brookings Institute and Richard Florida are correct, we are moving toward urbanization and mega regions making multi-modal transportation even more critical environmentally and economically. We see high-speed rail as the connective fiber to a 21st century economy. We see high-speed rail as the pipeline bringing in talent, diversity, innovation, and jobs into our region. We are also realizing that we can't pave our way out of some of these challenges. I attended the high-speed rail public hearing last year where over one thousand people attended, spoke, and supported bringing quality rail to Hampton Roads. My colleagues and I were there along with many military people, university people, young people; a very diverse group. We are proud to have you representing these eager citizens. My goal is to trigger board support for gathering data and better preparing ourselves. On behalf of the group I speak to you of today, please continue supporting and funding the TPO's transportation consultant. If we slow down the process we may not be in line when funding is available. Let's continue to invest in our future. Thank you.

Submitted Public Comments

Chairman Sessoms stated there were no submitted public comments in the agenda packet.

Approval of the Agenda

Chairman Sessoms asked if there were any additions or deletions to the agenda. Mr. Harrison asked to add CTAC Membership Term Renewals to the agenda as New Business under Agenda Item #20. Mr. Clark Moved to approve the agenda with the addition of CTAC Membership Term Renewals as a New Business item; seconded by Delegate Oder. The Motion Carried.

Consent Agenda

Chairman Sessoms outlined the Consent Agenda as follows:

- Minutes
- FY 2009-2012 Transportation Improvement Program Amendment: VDOT
- FY 2009-2012 Transportation Improvement Program Revision: Virginia Beach
- Hampton Roads 2030 LRTP and FY 2009-2012 Transportation Improvement Program Air Quality Conformity: Final Report
- FY 2012-2015 Transportation Improvement Program: Draft Project List
- Freight Transportation Advisory Committee: Membership
- FY 2012 Federal Grant Application: Rural Transportation

Mr. Farmer asked to re-assign Agenda Item 9, the FY 2012-2015 Transportation Improvement Program: Draft Project List, from the Consent Agenda to the Regular Agenda as the first item to discuss.

Mayor Johnson Moved to approve the Consent Agenda re-assigning the FY 2012-2015 Transportation Improvement Program: Draft Project List from the Consent Agenda to the Regular Agenda; seconded by Mayor Fraim. The Motion Carried.

FY 2012-2015 Transportation Improvement Program (TIP): Draft Project List

Mr. Farmer explained that work had begun on the development of a new FY 2012-2015 TIP for Hampton Roads. The basic steps for development of the TIP are summarized as follows:

1. VDOT, Virginia Department of Rail and Public Transportation (DRPT), HRTPO, and local public transit agencies coordinate to develop the draft TIP project list, drawing projects from the approved Long-Range Transportation Plan (LRTP).
2. The draft TIP project list is tested for Air Quality Conformity. This step ensures that implementation of the transportation projects in the TIP will conform to regional air quality plans and not worsen air quality.
3. The final TIP document is approved by the HRTPO Board.

The HRTPO staff is currently working on Step 1 above, and the draft TIP project list has been made available for public review.

Mr. Farmer stated that normally he would not rush through this process; however, VDOT has requested that Step 1 be approved quickly in order for the air quality conformity

analysis to begin. He noted that the HRTPO Board will have an opportunity at the April meeting to discuss the draft project list in greater detail.

Mayor Johnson Moved to approve the FY 2012-2015 Transportation Improvement Program: Draft Project List.

Senator Yvonne Miller stated the HRTPO Board should approve the list; however, she expressed concern regarding various discrepancies that should be corrected when it is brought back to the Board in April. Chairman Sessoms agreed with Senator Yvonne Miller.

Delegate Oder asked if the project list is what the HRTPO Board refers to as the four-year plan. Mr. Farmer replied affirmatively, but it was more commonly identified as the Transportation Improvement Program (TIP) in which the dollar expenditures are programmed. He indicated VDOT had hoped to engage the Board much earlier in the process; however, VDOT had been overwhelmed with its programming process.

Delegate Oder inquired if the projects in the TIP were projects that will be built over the next four years. Mr. Farmer replied affirmatively and noted that once the project is in the TIP, it is moving towards implementation.

Chairman Sessoms stated there was a motion on the floor. The vote was taken and The Motion Carried. (There was no second to the motion)

Transportation Project Prioritization: CTAC Resolution

Mr. Shucet stated that due to his involvement with a proposal concerning the Hampton Roads Bridge Tunnel submitted under Virginia's Public Private Transportation Act, and that he may have future commercial interest in other projects that are among the projects being prioritized by the TPO, it is appropriate for him to abstain from participating in the discussion of or voting on agenda items 12 and 13. He asked that his written statement be retained and included in the TPO minutes. Chairman Sessoms indicated it would be included in the March minutes.

Mr. Harrison stated the Citizen Transportation Advisory Committee (CTAC) met on March 10, 2011 and the list of prioritized transportation projects was reviewed by members. The Committee drafted CTAC Resolution 2011-01 supporting the list which was to be voted on by the HRTPO Board at the March meeting. However, the CTAC acknowledged in the resolution that the list of prioritized transportation projects did not include any additional lane miles across the Hampton Roads Harbor. The Committee resolved that the HRTPO Board find alternative additional and innovative funding sources to address the critical needs for additional lane miles across the Hampton Roads Harbor and to maximize the capacity of existing lane miles across the harbor in order to protect the safety, health, welfare, and prosperity of the citizens of Hampton Roads.

Mr. Farmer asked Mr. Harrison if there was any action needed on this item. Mr. Harrison replied it was for informational purposes only.

Transportation Project Prioritization: Recommended List of Projects and Studies

Chairman Sessoms explained the prioritization process began two years ago and the recommended list of projects and studies is included in the HRTPO agenda packet. Mayor Krasnoff Moved to approve the Transportation Project Prioritization: Recommended List of Projects and Studies; seconded by both Mayor Price and Mayor Johnson. The Motion Carried.

Allocating CMAQ and RSTP Funds Through FY 2017

Ms. Ravanbakht stated VDOT had initiated the development of the next six-year improvement program, and in conjunction with that, all Metropolitan Planning Organizations (MPO) were requested to submit their latest projects and allocations through FY2017 with a deadline of March 21st. HRTPO staff consulted with the Transportation Technical Advisory Committee (TTAC) and on March 2nd, TTAC members approved a list of allocations.

Ms. Ravanbakht outlined the three strategies utilized to determine which projects would receive allocations and explained that Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects that were already in the pipeline received first priority. Second, additional projects that were prioritized at the last selection process in 2009 received allocations, and finally, funds were distributed based on the “shovel readiness” of the projects.

Ms. Ravanbakht noted there was an additional \$50 million and \$96 million for CMAQ and RSTP funding respectively. The new funding was allocated to twelve previously approved CMAQ projects and fifteen additional projects. There were no new RSTP projects; however, the additional funding was allocated to fourteen previously approved RSTP projects.

Mayor Krasnoff Moved to approve the additional CMAQ and RSTP projects and allocations and the associated TIP amendment; seconded by Mayor Johnson.

Mr. Heuer stated the Commonwealth Transportation Board (CTB) recommended allocating the additional CMAQ and RSTP monies to projects already underway. He expressed his concern regarding the funding of new projects when several regionally significant projects already in the six-year plan did not receive any funds. He indicated he would be compelled to vote against the HRTPO Staff and TTAC recommendations.

Chairman Sessoms stated Mr. Heuer’s statement was disturbing and asked if a vote was necessary today. Ms. Ravanbakht replied affirmatively with a VDOT deadline of March 21st.

Ms. Ravanbakht commented that all of the projects included in the CMAQ and RSTP tables were now fully funded with the exception of one or two. TTAC members reviewed all of the projects and chose ones that, with some additional monies, could be fully funded.

Chairman Sessoms expressed concern that VDOT and the HRTPO were not on the same page regarding the CMAQ and RSTP funding. Mr. Farmer agreed with Chairman Sessoms.

Senator Yvonne Miller asked for a comparison of the six and four-year transportation plans. Mr. Farmer replied the six-year program is VDOT's program of allocations which is approved by the CTB; whereas, the four-year program, the TIP, is the responsibility of the MPO. He indicated he had expressed his concern for over a decade that these two programs still co-existed individually.

Senator Yvonne Miller asked Mr. Heuer to explain his concern with the document set forth by the HRTPO Staff and TTAC. Mr. Heuer commented he had hoped to keep the discussion on a broad level.

Chairman Sessoms suggested Mr. Farmer and Mr. Heuer consult after the meeting regarding any problems with the allocations. Ms. Ravanbakht stated the deadline of March 21st was given to the HRTPO by the VDOT Central Office. Chairman Sessoms noted the importance of evaluating the discrepancies, yet because action was needed immediately and TTAC had reviewed and recommended the figures, he commented that there was a motion and a second on the floor and a vote should be taken.

Mr. Shepperd asked Mr. Heuer to provide details regarding specific dollar amount concerns. Mr. Heuer replied he did not have exact figures; however, he could point out certain projects that were either over or under funded. He noted that it was his belief that all concerns could be addressed.

Senator Yvonne Miller suggested language be added to the motion in order to approve the CMAQ and RSTP allocations immediately and resolve any issues later.

Mr. Shucet voiced his concern regarding the presumption that the allocations would be approved. He indicated the HRTPO Board should discuss and vote on the issues with no preconceived notions that an item will be approved. He regarded Mr. Heuer's concerns as compelling and asked what would happen if the allocations were not approved. Mr. Heuer replied VDOT hoped to present the plan to the public on April 27th and include an explanation of the inclusion of CMAQ funding into the six-year plan. He again expressed his concern with adding new projects to the plan when regionally significant projects already in the plan did not receive additional funding. He stated the General Assembly and the public have made it clear to VDOT to utilize monies as efficiently as possible.

Mr. Shepperd asked if the HRTPO Board could amend the CMAQ and RSTP allocations in the future. Chairman Sessoms replied he was uncertain of that answer.

Chairman Sessoms reiterated his suggestion that Mr. Farmer and Mr. Heuer convene immediately, along with the localities if necessary, to reach an effective conclusion to the issue. He noted that Mr. Aubrey Layne, Hampton Roads' CTB member had indicated the CTB will step in and remove funding if it has not been allocated appropriately.

Delegate Oder stated it was his intention to support the motion; however, it appeared to him that perhaps HRTPO staff and TTAC had identified more projects than there was available money, as it appeared that some of the projects could not be fully funded.

Chairman Sessoms commented it was his belief that there was funding for almost all the projects.

Mayor Johnson suggested Ms. Ravanbakht be given the opportunity to respond to the questions.

Delegate Oder asked if the allocations indicated in the CMAQ and RSTP allocation tables were actual or wishful monies. Mr. Farmer replied it was actual money for a project.

Delegate Oder inquired if \$42 million was sufficient to build Atkinson Boulevard. Mr. Heuer replied he did not know the exact number for that project.

Mayor Krasnoff asked if there are any VDOT representatives included on the TTAC, and if so, did such representatives voice concerns at the March meeting. Ms. Ravanbakht replied that VDOT has three voting members who were present at the March TTAC meeting. She stated the vote to approve the CMAQ and RSTP allocations at the meeting was unanimous.

Senator Yvonne Miller suggested the HRTPO Board vote immediately based on this new information.

Mr. Goodson asked if any of the projects will be removed from the list during internal discussions after the HRTPO Board vote. Mr. Farmer stated he would inform the Board if any projects are removed.

Mayor Krasnoff's motion to approve the CMAQ and RSTP allocations through FY 2017, which was seconded by Mayor Johnson, went to vote. The Motion Carried with Mr. Heuer and Mr. Shucet voting in opposition.

Hampton Roads Regional Transit Vision Plan: Final Report

Ms. Inman, Project and Planning Manager for DRPT, thanked the HRTPO Board for the opportunity to present the Hampton Roads Regional Transit Vision Plan Final Report, a report that emphasizes public transportation. She explained the plan goals and remarked that part one of the planning process took place in 2008 – 2009 with the compilation of local and regional transit studies and initial corridor analyses. Part two of the planning process from 2009 – 2010 was more extensive in nature and included locality site visits, coordination with local planners, land use and market analysis, capital cost estimates, ridership forecast, and public outreach.

She indicated that land use patterns will dictate how transit connections within the area will be determined. Ideal transit-orientated development would include a mix of commercial and residential aspects with moderate to high density, a safe and comfortable pedestrian environment, with efficient transportation options.

Ms. Inman introduced Ms. Meredith Judy of Rhodeside and Harwell, to brief the HRTPO Board on the Vision Plan recommendations. Ms. Judy stated the five modes of rapid transit recommended in the plan are:

- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT) operating in its own designated right-of-way
- High-Speed Ferry
- Modern Streetcar
- Commuter Rail

These modes were recommended based on corridor evaluations utilizing land use planning, capital costs, ridership ranges, regional economic impact assessment, and their contribution to the transit network and multi-modal connectivity.

Ms. Judy presented several map slides that illustrated the vision plan recommendations and modes of transit in Hampton Roads for the years 2025, 2035, and beyond. Future re-evaluation of the draft recommendations would be to:

- Develop a multi-jurisdictional vision for transit, TOD, and funding/implementation mechanisms
- Revise local zoning codes to allow and encourage TOD growth patterns
- Offer financial incentives to promote TOD
- Offer non-financial incentives to promote TOD

Express and Enhanced Bus Service would be included as part of the vision plan in order to provide service to lower population densities or limited TOD potential, provide links between LRT, BRT, streetcar, and commuter rail corridors, and interim transit connections prior to fixed-guideway construction.

Ms. Judy concluded, stating more project materials are available for review online at www.drpt.virginia.gov.

Mayor Fraim Moved to approve the Hampton Roads Regional Transit Vision Plan: Final Report and HRTPO Board Resolution 2011-02 in support of the plan; seconded by Mr. Clark.

Mr. Shucet expressed his appreciation to DRPT and its leadership in preparing the Transit Vision Plan and stated there is a need to increase the awareness and benefits of public transportation. He noted that more people drive to work alone now than in 1990 and only three percent utilize public transportation.

Mayor Hunt commented the plan did not contain any references to the area's military installations which may be one reason the figures regarding single drivers are high. Chairman Sessoms stated that Oceana was included in the light rail portion of the plan. Ms. Inman acknowledged there were only bus connections on the Peninsula.

Regarding the motion on the floor, the vote was taken. The Motion Carried.

(Mr. Shepperd departs)

High-Speed and Intercity Passenger Rail: Status Report

Mr. Farmer stated the HRTPO Board, at the February 2011 Retreat, directed him to attend to the following:

- Change the boundaries of the High-speed rail project from “Hampton Roads to Washington D.C.” to “Hampton Roads to Richmond” only.
- Work with the Consultant to develop a get-ready scope of work.
- Work with Ms. Drake and the Virginia Department of Rail and Public Transportation (DRPT) to address their concerns.

Mr. Farmer explained he had met with the Consultant, and to avoid duplicating efforts and any appearance of competitiveness, the boundaries of the project are now from Hampton Roads to Richmond. A get-ready scope of work will be developed and he stated Ms. Drake was in attendance today to inform the Board of DRPT’s efforts, concerns, and thoughts regarding high-speed and intercity passenger rail. He then introduced Ms. Drake, Director of DRPT.

Ms. Drake expressed her appreciation to the HRTPO in having her at the meeting to speak on behalf of public transportation. Ms. Drake explained DRPT currently has plans for 79 mph conventional passenger rail from the Norfolk Harbor Park through Petersburg, up to Richmond and Boston, same seat. In January 2010, the Commonwealth of Virginia received an award for high-speed rail funding and the public incorrectly assumed the speeds for high-speed rail would range from 150-250 mph. She acknowledged the perceived definitions of passenger rail have caused much confusion; however, the Federal Railroad Administration (FRA) has begun to associate new vocabulary with the different passenger rail services, including:

- Conventional Passenger Rail: 79 mph service
- Emerging High-speed Passenger Rail: 90-110 mph service
- Core Express High-speed Passenger Rail: 150-250 mph service

Ms. Drake stated the conventional passenger rail service has a start up cost of \$100 million and DRPT has the approval of the General Assembly and the CTB with the majority of the money in hand. She noted DRPT is under contract with Norfolk Southern who will begin work in the near future with service beginning most likely in 2013.

The emerging high-speed passenger rail Tier I was submitted by DRPT in December 2010 and to increase speeds to 90 mph it will cost \$475 million with an additional \$68 – \$100 million for 110 mph. Time savings between 79 mph conventional passenger rail and 90 mph emerging high-speed passenger rail is three minutes in service which increases to eight minutes with 100 mph service.

She commented that Amtrak has outlined its vision plan for the Northeast Corridor of approximately 400 miles, with speeds of 220 mph and a time frame for implementation of

25 years and a cost of \$118 billion. She indicated the FRA had not contacted Amtrak regarding the plan.

Ms. Drake stated there is still much uncertainty with federal spending. At the federal level, the House of Representatives position regarding high-speed rail funding is that it should be recalled. The Senate position is it should remain where it is and even increased by a billion dollars. She indicated that if the Federal Government is truly serious about high-speed rail projects, there needs to be a financial commitment and regulations must be waived to allow the projects to be brought to fruition.

Currently, passenger rail service in the United States is co-mingled on the freight line; owned by freight railroad lines. The railroad companies set the speeds and determine the capacity of how many trains can go on the line. The Virginia State Constitution does not allow a transit agency to own a railroad and that may become an issue as DRPT moves forward with a vision or a high-speed rail plan. She noted that perhaps a legislative change will be needed at some point in the future. She believes there should be a national and Virginia policy with regards to rail.

Ms. Drake explained it was difficult for DRPT to negotiate with CSX to obtain one train slot to utilize on its North-South route to Petersburg. One issue at hand is the Appomattox River Bridge, which is a large choke point on the CSX line because two tracks lead into one at the bridge.

Ms. Drake stated DRPT has three emerging high-speed rail projects in development: Washington, D.C. to Richmond Main Street, Richmond Main Street to Raleigh, NC, and Hampton Roads to Washington, D.C. She expressed her frustration regarding the time frames involved with passenger rail, citing that FRA has not contacted her regarding the Hampton Roads to Washington, D.C. project or an eleven mile smaller project in Richmond. She noted that once contact is established, the environmental process will encompass an eight year span.

In conclusion, Ms. Drake commented that the DRPT Lynchburg service is less than a year and half old and has already tripled its ridership predictions. It is the best running passenger state-sponsored rail in the Amtrak system and DRPT earned initial revenue this year to use towards future projects. She thanked the HRTPO Board for the opportunity to attend and explain the facts and procedures regarding passenger rail service.

Senator John Miller asked if there would be expanded or improved passenger rail service on the Peninsula. Ms. Drake replied DRPT was working with CSX, Amtrak, and the Newport News City Manager, Mr. Neil Morgan in order to improve the service in Newport News.

Delegate Cosgrove asked why the environmental process was so lengthy. Ms. Drake stated the federal government sets that process, and yet she understands that exceptions have been made and believes it is time for a procedural change.

Delegate Cosgrove agreed with Ms. Drake regarding the need to change the regulations especially due to the fact that existing track and right-of-way will still be utilized.

Senator Yvonne Miller stated that with so many attractions in Hampton Roads, high-speed passenger rail could be profitable; however, she expressed her concern that it has not progressed as quickly as it should. She noted that to maintain the military's presence in the area, high-speed rail will become a necessity. She suggested the HRTPO work with DRPT in order to assist both in obtaining their goals. Ms. Drake stated the military is enthusiastic that DRPT will be implementing passenger rail from Norfolk to Richmond and then up to Washington, D.C. Passengers who board in Norfolk at 5:00 a.m. could expect to be at the Pentagon by 9:30 a.m. after catching the Metro in Alexandria where passengers would disembark the train.

(Mr. Rilee departs)

Senator Yvonne Miller commented that DRPT has a good plan, but believes more will be required of Hampton Roads in the future. Ms. Drake stated in the future, it may be possible to travel from New York or Washington, D.C. to the Virginia Beach Oceanfront which would be a tourism boom.

Mr. Farmer remarked that one of the recommendations from the HRTPO Retreat follows the vein of what Senator Yvonne Miller has indicated; to monitor, with DRPT, where the federal program is heading with regards to rail, and how and when the HRTPO can apply for funds. He stated once the federal program is defined, he hopes the HRTPO, as advised from DRPT, will be able to advance to and through the Tier II process.

Ms. Drake stated she was unsure of the HRTPO's time frame and reminded the Board that it must go through the Tier I process first.

Mr. Shucet expressed his concern that the FRA had not contacted DRPT regarding the awarded funding and stated Hampton Roads should work to change the lengthy time frames involved in the process.

Senator Yvonne Miller Moved to authorize the Executive Director to continue the work with the high-speed rail consultant to evaluate the status of federal programs, work in harmony with DRPT regarding its efforts, and craft a scope of work that is responsive to the federal program and not duplicate DRPT's efforts; seconded by Mr. Florin.

Delegate Cosgrove asked who would receive Florida's \$2.2 billion since the state decided not to pursue high-speed rail. Ms. Drake replied applications are currently being accepted for the funding with a deadline of April 14th. A portion of the funding is 100 percent federal money while the other is an 80/20 percent match with DRPT seeking funding from the latter.

Regarding the motion on the floor, the vote was taken. The Motion Carried.

HRTPO Board Action Items: Three Month Tentative Schedule

Chairman Sessoms outlined the three month summary of upcoming action items in the HRTPO agenda. Mr. Heuer asked that the VDOT Six-Year Improvement Plan Public Meeting

on April 26th at 6:00 p.m. in The Regional Building Boardroom be added to the schedule. Chairman Sessoms acknowledged Mr. Heuer's request.

Correspondence of Interest

Chairman Sessoms highlighted the items in the Correspondence of Interest section of the Agenda packet.

For Your Information

Chairman Sessoms noted the items in the For Your Information section of the Agenda packet.

Old/New Business

Mr. Harrison stated the Citizen Transportation Advisory Committee (CTAC) Bylaws require the HRTPO Board to appoint CTAC members. Initially, CTAC members were appointed on staggered terms; therefore, Mr. Harrison requested a motion to approve a second term of three years for those CTAC members who were originally appointed for only one year.

Sharyn Fox	City of Newport News
Randy Lassiter	City of Norfolk
Archie Whitehill	City of Norfolk
Richard Green	City of Suffolk
John Malbon	City of Virginia Beach
Ray Taylor	City of Virginia Beach

He also asked the HRTPO Board to authorize HRTPO staff to work with the appropriate members of the Board to fill positions on the CTAC that are vacant.

Mr. Clark Moved to approve second terms of three years each for the six named CTAC members; seconded by Mayor Johnson. The Motion Carried.

Delegate Cosgrove expressed his surprise that it was necessary for a CTB member to address the HRTPO Board during the public comment period rather than allotting special time for them. Chairman Sessoms stated he agreed with Delegate Cosgrove and suggested CTB members be added to the table at future HRTPO Meetings.

Adjournment

With no further business to come before the Hampton Roads TPO, the meeting adjourned at 12:14 p.m.

William D. Sessoms, Jr.
Chairman

Dwight L. Farmer
Executive Director/Secretary