

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #1: SUMMARY MINUTES

Minutes of the October 15, 2008 meeting are attached.

Attachment

RECOMMENDED ACTION:

Approval.

Hampton Roads Metropolitan Planning Organization

Meeting Minutes of October 15, 2008

The Hampton Roads MPO Meeting was called to order at 9:43 a.m. at the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

MPO VOTING MEMBERS:

Paul D. Fraim, Chairman (NO)	Louis R. Jones (VB)
Bruce C. Goodson, Vice Chairman (JC)	Douglas L. Smith (PO)
Alan P. Krasnoff (CH)	Jackson C. Tuttle II (WM)
Stan D. Clark (IW)	James O. McReynolds (YK)
Joe S. Frank (NN)	Eric Stringfield (VDOT)
Brenda G. Garton (GL)	Michael S. Townes (HRT)
Selena Cuffee-Glenn (SU)	Mark D. Rickards (WAT)
	Dwight L. Farmer (HRMPO)

*Late arrival or early departure.

MPO NONVOTING MEMBERS:

Jerry Bridges (VPA)	Daniel Rudge (VDRPT)
Unwanna Dabney (FHWA)	

OTHERS RECORDED ATTENDING:

William Harrell, Earl Sorey (CH); Keith Cannady (HA); Douglas Caskey (IW); Sanford Wanner (JC); Brian Pennington, Jeff Raliski (NO); George Brisbin, Sherri Neil (PO); Jim Spore, Mark Schnauffer, Marty Moynihan (VB); Lewis Grimm - PBS&J; Scott Lane - The Louis Berger Group, Inc.; Clyde Hoey - HRCCE; Dana Dickens - HRP; Chuck Cayton, Benjamin McFarlane, John Gergely - citizens; Irene Shuman - VDOT; Parker Mills - Branscome, Inc.; Jeff Florin, Jerry Bridges, Jeff Keever - Virginia Port Authority; Ron Hodges - HRT/Traffix; Peter Huber - Willcox & Savage; Ellis James - Sierra Club Observer; Mike Saewitz, Art Kohn, K Young - WAVY-TV; Jason Walsh, Patrick Terpstra - WVEC-TV; Germaine Fleet - Biggs & Fleet; Staff: Sam Belfield, John Carlock, Rick Case, Robert Case, Nancy Collins, Rich Flannery, Marla Frye, Kathlene Grauberger, Greg Grootendorst, Jim Hummer, Rob Jacobs, Brett Kerns, Mike Kimbrel, Joe Paulus, Kelli Peterson, Camelia Ravanbakht and Eric Walberg.

PUBLIC COMMENT

The Chairman announced that one person signed up to address the MPO Board and would be provided three minutes to speak from the podium. He asked the speaker to provide his/her full name and address for the record.

Mr. John Gergely addressed the MPO as follows:

" My name is John Gergely. I live on Winterhaven Drive in Newport News. I don't represent any particular group. My subject is based on the last meeting when they – when you were discussing the weighted voting and the stakeholders voting privileges. I wished to speak at the time, but you were running out of time and I totally understand that and Mayor Frank said to submit a note to him which I did and I have copies which I will pass out. But basically when you are discussing the weighted voting versus the stakeholders, what hit me was you're watering down the rights of the various communities by allowing more stakeholders voting rights in the MPO. I really feel that the Virginia Port Authority and various groups that are – that you are considering for voting rights are not really stakeholders, potential interest, they are subsidized special interest by the state so they're really competing for state dollars and being allowed voting rights and the MPO kind of is a conflict of interest. I really think that the voting should stay with just the cities. I realize you have to come up with some weighted thing because you have large cities and large populations but it certainly should not include special interests that rely on taxes by – on tax support. I really think that should not be part of the voting of the MPO and I will hand a copy of the letter I sent to Mayor Frank over to one of these clerks and you-all can get them later on. Thank you very much."

Chairman Fraim thanked Mr. Gergely for speaking and noted that no other citizens signed up to address the MPO members.

SUMMARY MINUTES OF SEPTEMBER 17, 2008

Chairman Fraim asked for a motion to approve the Minutes of September 17, 2008.

Mr. Goodson Moved to approve the Minutes; seconded by Mr. McReynolds. The Motion Carried.

FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS: VDOT (2 PROJECTS) (FINAL APPROVAL)

Mr. Farmer stated he did not have any specifics to add to the information provided, but promised there would be fewer acronyms used in the TIP amendment items in the future. He asked Mr. Stringfield if he wished to comment on this item since it is a VDOT amendment.

Mr. Stringfield explained this action is required for the FY09 TIP and is just a matter of reconciling the books as is done every year.

Mayor Frank Moved to approve the FY 2006-2009 TIP amendment; seconded by Mr. Smith.

Ms. Dabney noted with regard to the Gilmerton Bridge portion of the TIP amendment, there is concern with the significant project cost increase and she has submitted an inquiry to the Federal Highway Administration (FHWA) headquarters in Washington, D.C., regarding the impact this increased cost will have on the fiscal constraint of the Long Range Plan. She will advise staff upon receipt of information from her headquarters.

The Motion Carried.

TRANSPORTATION ENHANCEMENT PROGRAM: PROJECT PROPOSALS

Mr. Farmer explained that every year all the known transportation enhancement project proposals are consolidated. Additional information is included for detail. He added that endorsement of the proposed projects listed is required by the grantor. Once endorsed by the MPO, these projects will be reviewed by the grantor to determine the award amounts.

Mr. Farmer added there is information regarding a Schooner project at each member's seat that arrived after the agenda packet was published but should be included.

Mayor Frank asked if it met the deadline to be included. Mr. Farmer confirmed that it did.

Mayor Frank Moved to endorse the projects; seconded by Mr. Clark.

Chairman Fraim disclosed that he is on the Board of the Virginia Schooner, the Virginia Maritime Heritage Foundation. MPO Attorney, Mr. Huber, determined that it was not necessary for the Chairman to abstain from this vote.

The Motion Carried.

THE LOCATION OF NON-DRIVERS IN HAMPTON ROADS

Mr. Farmer introduced Mr. Rob Case, Principal Transportation Engineer, to provide an overview of this report.

Mr. Case reviewed that this is part of a multi-year series of reports that started in 2005. These reports have included elderly non-drivers, younger non-drivers, the measurement of the impact of the proximity to destinations and bus routes which was then applied to three specific neighborhoods in the region.

In Hampton Roads, it is assumed that being a non-driver is not a matter of choice, but is the condition of lacking a driver's license. Two key findings from the earlier proximity report include living within a half mile of destinations and living within one mile of a bus

stop increases mobility. A better walking non-driver living in a high activity location is five times more likely to get out of the home as a similar non-driver living in a less active area. Better walking non-drivers were twice as likely to get out of the home as those not living near transit.

Local governments can apply that knowledge by locating public facilities, private businesses and bus routes near where non-drivers live. In addition, it makes sense to accommodate bicycle riding and walking near the non-driver locations and improve the safety of those activities. For any of these, it is necessary to know where non-drivers live which was the purpose of the last report.

To develop a method for locating non-drivers, staff combined the National Household Travel Survey (identifies non-drivers but not geographic detail) with the Census (identifies geographic detail but does not identify non-drivers) and a formula was developed for locating non-drivers by neighborhood. Mr. Case displayed a bar graph depicting the findings. He stated it was also surprising to find that more than 10 percent of adults in Hampton Roads are non-drivers. The report includes many maps showing the concentrations of non-drivers. They could be used for any number of reasons, but one would be to determine the locations for accommodating pedestrian activity and bicycling safety.

Two special kinds of maps were created, one for business activity and one for bus stops. If there are mismatches on the maps, it is noted so a location with many non-drivers but low business activity becomes a candidate location for more business activity. Conversely, locations with high business activity and few non-drivers are candidates for more residences. Maps were created for each locality to depict that information. Additional measurements of non-drivers were layered on the maps to show the number of non-drivers. The same was done for bus stops to show places with many non-drivers but no bus stops and conversely places with bus stops and few non-drivers.

These maps can be used by the localities to rectify some of the mismatches in the region and improve non-driver mobility as well as improving non-driver safety by accommodating bicycle riding and walking near non-driver residential locations.

The next phase of the non-driver work includes non-driver gaps analysis of Hampton Roads on a block-by-block basis to measure the degree to which each of the blocks in a community provides non-drivers mobility and based on proximity to business activity and proximity to bus stops.

Mr. Case concluded his presentation and asked for approval of the report for distribution. He announced that the first public meeting for the MPO's Transit Vision planning process would be held on October 16th in the PDC Board Room.

Mr. Townes noted that while it is imperative to see non-drivers who are walkers have twice the odds of access to transportation alternatives when they live within one mile of a bus stop, the standard federal measure for access to transit is one-fourth mile. He also pointed out that while somebody might have access to a bus stop, the frequency and quality of the service has an impact on one's ability to access transit.

Mayor Frank noted his concern, since transit service is important when discussing non-driver mobility, why the first public meeting of the MPO Transit Vision would be held at one of the most inaccessible places in Hampton Roads for people who need transit services. He asked if there is any bus service near.

Mr. Farmer responded there is half-hour bus service until midnight. He added there was also a remote location on the Peninsula at HRT headquarters.

Mayor Frank reiterated that if public access and public input are of concern, it would be well served to select venues that are accessible to people who require transit services.

Mr. Tuttle Moved to approve the report for distribution; seconded by Mr. Clark. The Motion Carried.

THE VIRGINIA PORT AUTHORITY: A NEW MPO PARTNER

Chairman Fraim introduced Mr. Jerry Bridges, Executive Director of the Virginia Port Authority, to present plans regarding growth at the port. Mr. Bridges noted the importance of working together to resolve some of the transportation issues since transportation is an integral part of the growth at the Port of Virginia.

He displayed a map of the U.S. showing the top states ranked by Gross Domestic Product (GDP) which includes Virginia. He also noted that every state is impacted in some way by the port and its activities. Chicago runs the largest intermodal rail system in the country so every port in the U.S. touches ground in Chicago at some point. The growth in container traffic is a little more than 2½ times the growth of the U.S. GDP. This is a growth industry the port authorities find themselves in and it is believed this trend will continue for the next 20-30 years making it very important to look at Virginia. He noted that the Port of Virginia is within a day's travel of more than two-thirds of the U.S. population and over 300,000 manufacturing firms.

The growth in international trade generates jobs. A study based on volumes from 2006 revealed that 343,000 jobs were created directly or indirectly because of the Port of Virginia. As the Craney Island development goes forward, it is estimated that 54,000 additional jobs will be created. The Port also generates state and local revenues and this will double by the year 2020. A study done through William & Mary revealed that every \$1 in terminal revenue expands to \$164 in total activity across the Commonwealth. The Virginia Port Authority's mission is to help in the growth of local businesses.

Mr. Bridges reviewed a photo of a small town called Alliance, Texas where entrepreneurs built an industrial park that is served by several ports, principally by the Port of Houston. They also had a robust transportation program that enabled this project to go forward and prosper. It is believed that this type of development in Hampton Roads would have a similar effect. This development includes more than warehouses, cross-docks and trucks, it includes light manufacturing and high-tech developments as well.

A map of Virginia was shown with the locations of about 80 distribution centers that have located in the Commonwealth over the last 10 to 15 years. All of the centers rely on the Port for their cargos to make distributions to the local retail and other outlets.

Mr. Bridges referred to a diagram to show the capacity and demand of all the ports with forecasted demand rising at a conservative 4½ percent growth year after year. Planned capacity for the terminals is also shown with the region staying ahead of the curve which is good since cargo goes where the least amount of congestion is. However, by the year 2034, the Port must come up with a different plan. In 2017 when Craney Island goes on board, there will be a significant growth opportunity for the Port of Virginia because Global Insight has projected that cargo will double over the next 15-20 years through all ports in the U.S. and probably triple over the next 30 years. The Port of Virginia is planning ahead and looking forward to taking advantage of that growth and economic benefit that comes with it.

He next showed the diagram of the state-owned terminals only, Portsmouth, Norfolk and Craney Island. The demand and supply capacity line touch at around 2017 which is the time the first phase of Craney Island goes online. With the downturn in the economy, it is thought that this may be pushed into the 2021-2022 timeframe, but ultimately that capacity will be needed for Craney Island. As shown, without Maersk being in play, by 2025 the demand will be greater than the capacity.

Mr. Bridges displayed an artist's rendition of Craney Island at full build out which will include about 600 additional acres of marine terminal space. The Port's total investment for capital projects is about \$3.4 billion over the next 15 years, with \$2.4 billion of that investment in Craney Island.

The concept of the Heartland Corridor makes the Port of Virginia attractive. It will feed cargo from Virginia to the Midwest. The completion of the Heartland Corridor will cut 233 miles off the existing route from the Port of Virginia to Chicago. It will raise 28 tunnels between Virginia and Columbus, Ohio, and will reduce the transit time for cargo from the Port of Virginia to Chicago from three days to two, a big competitive advantage for the Port.

The Panama Canal is also being looked at. A \$5.2 billion expansion project was approved in 2006 which will allow larger cargo ships to transit the Panama Canal, making way for all water services from Asia and the Indian Subcontinent to move directly to the East Coast of the U.S. This is an excellent position for the Port of Virginia since it is the only port on the East Coast able to accommodate the larger ships based on the water depths and no overhead obstructions.

Mr. Bridges then reviewed a graphic depiction of the Port's chief competitors with New York/New Jersey clearly being the winner on the East Coast as far as throughput and capacity is concerned. Looking at the graph, Norfolk is the only location that will have an excess capacity in the year 2020 which means it will pull from the other ports because they cannot service the ships.

He reviewed the regional transportation projects that will alleviate quite a bit of regional congestion and will benefit the Port of Virginia if they are brought to fruition. One major concern includes bottlenecks which occur around the region. The Port knows that the trucks are large and the space they take up on the road is quite significant. The impact of trucks is not as great and not as overwhelming as some might think. The Port would like to be partners with the MPO in looking at how to mitigate some of the impact and suggests that a cargo committee or freight committee as part of the MPO would be a good way of addressing some of these issues.

The challenge is that if congestion continues to be an issue for Hampton Roads, then the cargo and that economic benefit will be lost to other states. He added as the future of the Port Authority is planned, they are attempting to move more cargo to rail and onto barges to mitigate some of the impacts on the local roads and freeways. He noted that it is anticipated that 50 percent of the cargo that moves through Craney Island (6 million TEUs at full build out) will be moved out of the area via rail.

Mr. Bridges showed an aerial photo of the rail connector between the Craney Island Marine Terminal and the APM Terminal and Route 164. That project is on the Port's portfolio of projects to fund as it builds out Craney Island Marine Terminal. This connector will funnel traffic off the main streets in Portsmouth onto an exclusive entry onto the freeway system to Route 164 and points beyond.

He continued to the Midtown Tunnel and added that it will also have a major impact on cargo movement as well as vehicle movement from Portsmouth into Norfolk and points beyond.

The James River Barge Line and the Intra-Harbor Barge Service are other services the Port has worked with in private enterprise to develop innovative ways of moving cargo. One of the most uncongested routes are waterways and this project will move containers off I-64 and some off Route 460 and move it directly to the Port of Richmond who is in partnership with the James River Barge Line and the Virginia Port Authority in moving these containers out of the area. The Intra-Harbor Barge Service will utilize the same equipment as the James River Barge Line but will move cargos from NIT to Portsmouth Marine Terminal. The Hampton Boulevard traffic situation will be mitigated somewhat by this move since any container that needs to move between those two terminals will now be done by barge rather than by truck. Most of those moves are predicated on cargo being moved off a ship onto a rail line and since Norfolk-Southern's Rail Line is in Norfolk and the CSX Rail Line is in Portsmouth, the Intra-Harbor Barge Service will be used to move the cargos between those two areas. That service is scheduled to begin in January 2009.

Mr. Bridges reviewed additional efforts the Port feels are necessary to reduce bottlenecks. A freight committee could work together and identify some of the bottlenecks before they become a problem for the region.

In summary, the Port generates economic benefit and there is a demand for the Port to grow from an international cargo perspective and addressing the transportation issues will increase the productivity of the Port, thus providing more jobs and growth

for the region. Improvements to the freight part also lead to better commuter services as well. Not addressing the bottlenecks and issues will have an adverse effect on the region's ability to continue the economic growth enjoyed over the last 15-20 years. He reiterated that the Port would like to work with the MPO and the focus on a regional freight advisory committee would be an appropriate agenda item for the MPO to take up and collaboration between all the stakeholders will greatly improve the efficiency of the overall transportation system. He concluded and offered to answer questions.

Chairman Fraim asked Mr. Stringfield if there is a timeline for the Midtown Tunnel project yet. Mr. Stringfield replied the Midtown Tunnel and Martin Luther King Highway are on schedule and bids will be solicited early next year. Chairman Fraim asked if they might be under construction by 2010. Mr. Stringfield answered right now 2010 is the date.

Chairman Fraim stated that Mr. Bridges mentioned the Port will be paying for the connector between Portsmouth Marine Terminal and Craney Island out of its own proceeds. He asked what that cost would be. Mr. Florin replied it is \$350 million and is in the preliminary design stage. Chairman Fraim commented he wanted to get that information on record so people understand that.

Mayor Frank referred to the slide on projected cargo demand and planned capacity, and stated that the graph shows the capacity for NIT, PMT and Craney Island but leaves out Newport News. He asked if that means the Newport News Terminal will close when Craney Island is open.

Mr. Bridges replied absolutely not, that these projections are based totally on containerized cargo. Newport News will be a specialty terminal handling breakbulk and railroad-type cargo, automobiles, heavy equipment, etc. The Newport News facility will be vigorously marketed to see more breakbulk cargo moving through it due to lack of berth space and lack of deep water at the piers. He added that they plan to see the breakbulk operations expanding over the next several years.

Mayor Frank asked if Norfolk is a synonym for the Port of Virginia or just the Norfolk Terminal.

Mr. Bridges answered that it is a synonym for the whole Port of Virginia.

Chairman Fraim added that the notion that the Port is spending about \$380 million on the connector is something everyone should understand. He thanked Mr. Bridges for the presentation.

JORDAN BRIDGE/GILMERTON BRIDGE TRAFFIC MITIGATION

Mr. Farmer indicated there are two requests under this item. He stated the first is a request from the City of Chesapeake for an allocation of \$1.5 million in Congestion Mitigation and Air Quality Program (CMAQ) funds to cover the three-year operation cost for express bus service from South Norfolk to the Norfolk Naval Shipyard. The

Transportation Technical Committee (TTC) recommended approval of the first year to see if it was cost effective. They recommended \$500,000 in CMAQ funds for the first year of operation.

Mayor Krasnoff Moved that \$500,000 in CMAQ funds be allocated to cover operations of the express service for the first year; seconded by Mr. Townes.

Mr. Townes stated that in addition to the bus service, there will be significant activity from the Transportation Demand Management Program known as Traffix, including the setting aside of up to 15 vans to accommodate vanpools to provide further access to the other side of the bridge.

The Chairman called for the vote. The Motion Carried.

Mr. Farmer stated the second request came from the City of Chesapeake asking for funds to cover a shortfall on the Gilmerton Bridge replacement project of \$15.5 million and requested that amount in Regional Surface Transportation Program (RSTP) funds over the course of fiscal years 2011 through 2013. He added that VDOT indicated it was their position that they could close the gap by transferring funds from other regional projects.

The TTC voted 9 to 16 to recommend that the MPO not approve Chesapeake's request. Mr. Farmer then deferred to Mayor Krasnoff to further respond.

Mayor Krasnoff stated that it has been difficult for Chesapeake to decide to close the Jordan Bridge, the second to close in the region. He added if there ever was a reason why the region should invest in its infrastructure, the two bridges clearly say now is the time to do it.

Mayor Krasnoff then referred to the handout with the background of the Gilmerton Bridge. He reviewed that the Gilmerton Bridge is over 70 years old and is functionally obsolete. Only fire trucks are allowed to cross the bridge during an emergency.

He asked Mr. Farmer if he agreed that if the Gilmerton Bridge was looked at as a regional project, it would be one of the higher priorities in the region.

Mr. Farmer replied that the calculations have not been done, but if the same procedures and technical analysis as used in the past were performed, he agreed that Mayor Krasnoff is correct. He added that he is confident, given the implications on the rest of the region's system that the Gilmerton Bridge would rank very high on the list of importance and need for getting money from the RSTP.

Mayor Krasnoff stated that the current estimated cost to replace the bridge is \$186 million. Even with federal bonus funds, the current funding totals \$170.5 million, leaving a deficit of \$15.5 million.

He added that Chesapeake was prepared to go forward with a motion related to the RSTP funds in the out years 2011, 2012 and 2013. He noted that the reason he is

being so forward in this position is that a letter from their congressman and a backup by Senator Webb's legislative aide that states the combination of deteriorating structure, inadequate capacity, the closing of the Jordan Bridge as well as the concern that future federal funding from Congress will be in jeopardy if previously committed matching funds are shifted from one project to another to make the replacement of this bridge a top priority.

Mayor Krasnoff Moved that this issue be continued for one month to request staff and VDOT to look at funding options that will close the \$15.5 million gap.

Mayor Fraim offered an amendment that staff and VDOT look at funding options that will have a minimum impact on other program projects.

Mayor Krasnoff accepted the amendment as part of his motion. The motion was seconded by Mr. Smith.

Chairman Fraim stated that what is of concern is that VDOT would say let us just move the funds from other projects as opposed to approaching the state to seek funds from another source.

Mr. Stringfield commented that there have been some internal discussions about funding strategies but in light of the shortfalls statewide, it would not be wise to move any additional RSTP funding on the project until there is a better understanding of what the budget and revenue projections will be as well as the final six year program by December 31st.

Chairman Fraim called for a vote on Mayor Krasnoff's motion. The Motion Carried with one abstention by VDOT representative, Mr. Stringfield.

MPO BEST PRACTICES STUDY KICKOFF

Mr. Lewis G. Grimm from the PBS&J project team was introduced to brief the MPO on the MPO Best Practices Study.

Mr. Grimm reviewed that two presentations are at the Board members' places. One is a brief overview of what is occurring on behalf of the MPO in conducting the best practices assessment and the second one reports back on initial feedback received from some of the respondents.

He stated that the purpose of the study is to look at FHWA's recommendations and concerns from the last certification process and to improve the regional transportation planning process throughout the region as well as demonstrate that the best practices are not always the standard practices. He added that PBS&J wants to help the HRMPO become one of the leaders across the entire country.

The project team will be helping the MPO staff look at the MPO mission, membership and bylaws. Public involvement was a topic discussed at the last recertification which

is something that will be focused on as well as other practices because other organizations around the country do things above and beyond what the current HRMPO does.

Mr. Grimm outlined four basic tasks the project team will be working on with task one being an initial kickoff session with the MPO Committee which was postponed due to illnesses, but initial outreach has been started. The peer group research to see what other MPOs are doing. Some of this work has already been done by MPO staff which will be expanded upon.

Another important element is looking at the public participation plan for the MPO and helping put together a toolbox to determine the most appropriate way to reach out, to process the information and to obtain it and apply it better to the process. All that comes together in task four, the presentation implementation concept and all this activity will be done between now and December of this year.

The members must determine what kind of public participation they desire, the bare minimum to meet federal and state requirements or engage all segments of the public in a very long-term relationship and get results that reflect diversity of the regional population.

Mr. Grimm reviewed various strategies to reach all populations such as public service announcements, announcements with faith-based leaders, using school students whose parents may have difficulty reading or speaking English, as well as interaction with other organizations with existing distribution systems for various communities such as the elderly, disabled, etc. He stated that all that information comes together in their task for developing recommendations to summarize what the best practices they have seen around the country that could be applied to the HRMPO. They then work with MPO staff to prioritize the implementation plan and multi-year strategy which does not happen overnight. The recommendations that are adopted in December become the first step in a multi-year process and then it is the same procedure as the long-range plan, it is a three- or four-year cycle. The recertification process is a three-year cycle. It is a continuing activity, laying out the process of how to implement, monitor, revise and update the actions as needed and then the documentation of those activities during the ongoing recertification cycle.

Mr. Grimm stated this has been a broad overview of what will be happening over the next couple months and opened the floor to any comments or questions before he discussed the survey.

Since no questions were asked, Mr. Grimm continued to the survey results. He stated that a process questionnaire was sent out via email to members of the TTC. Based upon the results a quick summary was put together. When asked if they felt there were deficiencies in the current Hampton Roads MPO planning process, a wide range of feedback was received with a number of people indicating they did not think there had been an adequate public process and input. Others commented on a lack of meaningful transit analysis and there is an overemphasis on highway planning and projects. Generally, they thought there might have been inadequate buy-in from some

of the local governments, from the citizens of the region and perhaps members of the state legislation.

When asked if they thought adequate opportunities have been provided for input from the MPO Board, stakeholders, citizens and others, in the regional transportation planning process, all of the respondents answered no, that things are getting better but historically they have not been good and public outreach efforts have been more lip service than substantive. Comments that the MPO process did not seem to reflect the general public perspective on the transportation issues and there has been inadequate public process and input in the past. They also commented that things have been getting better with the new reorganization.

Other information received included getting input and reaching out to local city and county governing bodies, members of the state legislature, regional business district associations and economic development organizations, regional environmental organizations, city civic league coalitions and the general public.

A Suggested outreach methods included direct one-on-one meetings; periodic group briefings; comprehensive and sustained public outreach, making multi-component approach such as the use of media, website and public meetings; and consulting with local colleges and universities for their expertise and resources.

Mr. Grimm reported that everyone agreed that the HRMPO should be more active in engaging the public and their suggested ways include the use of a variety of locations throughout the region for informational meetings, hold more than one meeting on a particular issue and ensure adequate transit service is available to allow participants to arrive and depart during the meeting times. The MPO might consider a series of annual public surveys on the state of transportation in Hampton Roads as well as encourage public attendance and comment at the MPO meetings.

When asked if the MPO should be more proactive in engaging stakeholders and the unanimous response was yes, go out more directly to the City Councils and County Boards of Supervisors and understand that the stakeholders are the general public as well as business associations. He added that the work of the MPO Committee is effectively addressing that.

The replies to how MPO Boards and processes can be more effective included allowing for equal consideration for all transportation modes, evaluate best practices of other MPOs and apply improvements, and become a more proactive voice at the statewide and national levels for the funding of all transportation modes.

Mr. Grimm concluded his summary and asked for any questions or comments.

Mr. Goodson asked how many questionnaires were sent out and how many were received.

Mr. Grimm replied that copies were distributed to all members of the TTC, approximately 20, and only a small number responded.

FOR YOUR INFORMATION

No comments were noted regarding the attached information.

OLD/NEW BUSINESS

Chairman Fraim suggested that Mr. Farmer prepare a letter to Mr. Pierce Homer, Secretary of Transportation, on behalf of the MPO to express the seriousness of the shortfall in funding for the Gilmerton Bridge replacement and that the state review how that funding shortfall might be covered without using funds from other regional projects. He added that this is a river crossing. It connects the region.

Mr. Stringfield noted that VDOT is committed to funding this project and moving it forward.

Mayor Frank apologized for the cancellation of the MPO Committee meeting. He stated that he would like to be able to present a set of bylaws with the issue of weighted voting worked out to the point of being able to make a recommendation for the November MPO meeting. He asked that any comments or thoughts regarding weighted voting be emailed or sent to him or Mr. Farmer.

ADJOURNMENT

With no further business to come before the Hampton Roads MPO, the meeting adjourned at 11:07 a.m.

Dwight L. Farmer
Executive Director/Secretary

Bruce C. Goodson
Chairman

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #2: FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT: VDOT (FINAL APPROVAL)

During the October MPO Board meeting, the Board approved an allocation of \$500,000 in Congestion Mitigation and Air Quality Improvement (CMAQ) program funds to cover one year of operating costs for a new express bus service to run between the Cities of Chesapeake and Portsmouth. The new express bus service is part of the traffic mitigation associated with the closure of the Jordan Bridge. In order to add the new project to the TIP, MPO staff initiated a TIP amendment and posted a public notice for public review and comment on this item. The public comment period ran from October 30 through November 14, 2008. No comments were received.

The request was to amend the FY 2009-2012 TIP to add a new project as follows:

- UPC# 91969, Jordan Bridge Traffic Mitigation – Express Bus Service between the Cities of Chesapeake and Portsmouth.

RECOMMENDED ACTION:

Approval.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #3: FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT: VDOT (INITIAL APPROVAL)**

Attached is a request from VDOT to revise the FY 2009-2012 TIP to add one new project as follows:

- UPC# 80478, Rail relocation along the Route 164 corridor in Portsmouth.

This project was included in the previous (FY 2006-2009) TIP, but was inadvertently omitted when the current TIP was developed.

The Transportation Technical Committee has recommended approval of this request. Should the MPO Board approve this request, the TIP amendment will go out for public review during November in anticipation of final approval by the Board in December.

Attachment

RECOMMENDED ACTION:

Approval for public review and comment.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1700 North Main Street
Suffolk, VA 23434
VirginiaDOT.org

DAVID S. EKERN, P. E.
COMMISSIONER

October 17, 2008

Ms. Camelia Ravanbakht, Ph.D., Deputy Executive Director
Hampton Roads Metropolitan Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

RE: Hampton Roads FY 09-12 TIP Amendment

Dear Camelia:

In a recent review of Hampton Roads FY 2009-2012 Transportation Improvement Program (TIP) it has been determined that the following project should be added. The amendment of the TIP in the noted request reflects the addition of the referenced project, including estimate and obligations. To that end, I request that the respective TIP be amended to include the following UPC number :

- **UPC #80478 (RTE 164 – Rail Relocation along Route 164 Corridor – Portsmouth) TIP pg N/A** TIP Amendment to add Construction (CN) phase obligation of \$6,404,100(SAFETEA-LU) in FFY09 and \$4,753,897(SAFETEA-LU) in FFY10.

I am requesting that the Hampton Roads Transportation Technical Committee approve the TIP amendment during their November meeting and the Metropolitan Planning Organization to approve the TIP amendment during their December meeting. Attached you will find a copies of the STIP pages reflecting the requested changes.

Thank you for your support in this effort.

Sincerely,

A handwritten signature in cursive script that reads "Eric Stringfield".

Eric Stringfield
Hampton Roads District Planning Engineer

Ravanbakht – Hampton Roads FY 09-12 TIP Amendment

October 17, 2008

Page Two

Enclosure

ES

CC: Ms. Diane Mitchell, Programming Division
Mr. Adam Jack, PE, Preliminary Engineering
Mr. William Guiher, TMPD
Mr. Steve Brich, Urban
File

(Funding Shown Represents Obligations in Dollars)

UPC NO	80478	SCOPE	NEW CONSTRUCTION			
SYSTEM	Primary	JURISDICTION	Portsmouth		OVERSIGHT	FO
PROJECT	RTE 164 - RAIL RELOCATION				ADMIN BY	
DESCRIPTION	RAIL RELOCATION ALONG ROUTE 164 CORRIDOR					
ROUTE/STREET					164	TOTAL COST
						\$59,398,356
	FUND SOURCE	MATCH	FY09	FY10	FY11	FY12
CN	SAFETEA-LU	\$2,789,499	\$6,404,100	\$4,753,897	\$0	\$0
MPO Note	Revised 12/17/08 - Add new project to TIP.					

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #4: FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT: VDOT (INITIAL APPROVAL)**

Attached is a request from VDOT to revise the FY 2009-2012 TIP to add one new project as follows:

- UPC# 90101, Debt reimbursement for the Norfolk Light Rail Project.

This project will allow for the reimbursement of debt incurred by the City of Norfolk for the construction of the Norfolk Light Rail Project in accordance with Section 33.1-23.3 of the Code of Virginia.

The Transportation Technical Committee has recommended approval of this request. Should the MPO Board approve this request, the TIP amendment will go out for public review during November in anticipation of final approval by the Board in December.

Attachment

RECOMMENDED ACTION:

Approval for public review and comment.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1700 North Main Street
Suffolk, VA 23434
VirginiaDOT.org

DAVID S. EKERN, P. E.
COMMISSIONER

October 17, 2008

Ms. Camelia Ravanbakht, Ph.D., Deputy Executive Director
Hampton Roads Metropolitan Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

RE: Hampton Roads FY 09-12 TIP Amendment

Dear Camelia:

In a recent review of Hampton Roads FY 2009-2012 Transportation Improvement Program (TIP) it has been determined that the following project should be added. The amendment of the TIP in the noted request reflects the addition of the referenced project, including estimate and obligations. To that end, I request that the respective TIP be amended to include the following UPC number :

- **UPC #90101 (Debt Reimbursement (33.1-23.3) for Norfolk Light Rail Transit) Norfolk, TIP pg N/A** TIP Amendment to add PE phase obligation of \$119,030(EB/MG) AC conversion in FFY12; \$809,503(STP) AC conversion in FFY11 and \$683,308(STP) AC conversion in FFY12.

I am requesting that the Hampton Roads Transportation Technical Committee approve the TIP amendment during their November meeting and the Metropolitan Planning Organization to approve the TIP amendment during their December meeting. Attached you will find a copy of the STIP page reflecting the requested changes.

Thank you for your support in this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Stringfield".

Eric Stringfield
Hampton Roads District Planning Engineer

Ravanbakht – Hampton Roads FY 09-12 TIP Amendment
October 17, 2008
Page Two

Enclosure
ES

CC: Ms. Diane Mitchell, Programming Division
Mr. Adam Jack, PE, Preliminary Engineering
Mr. William Guiher, TMPD
Mr. Steve Brich, Urban
File

(Funding Shown Represents Obligations in Dollars)

UPC NO	90101	SCOPE				
SYSTEM	Urban	JURISDICTION	Norfolk	OVERSIGHT	NFO	
PROJECT	Debt Reimbursement (33.1-23.3) for Norfolk Light Rail Transit			ADMIN BY	Locally	
DESCRIPTION	Citywide					
ROUTE/STREET	0000			TOTAL COST	\$40,000,000	
	FUND SOURCE	MATCH	FY09	FY10	FY11	FY12
PE	MG/EB AC CONVERSION	\$29,758	\$0	\$0	\$0	\$119,030
PE	STP AC CONVERSION	\$373,203	\$0	\$0	\$809,503	\$683,308
PE TOTAL		\$402,960	\$0	\$0	\$809,503	\$802,338
PE AC		\$402,960	\$39,597,039	\$0	\$0	\$0
MPO Note	Revised 12/17/08 - Add new project to TIP.					

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #5: FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):
REQUEST TO TRANSFER CMAQ ALLOCATIONS – NEWPORT NEWS**

Attached is a request from the City of Newport News to transfer \$1.5 million in Congestion Mitigation and Air Quality (CMAQ) Improvement program funds from project UPC# T4200, Newport News Shuttle Phase 2, to a new project entitled “Patrick Henry Mall Transfer Center.” The Newport News Shuttle project was discontinued in March 2007. The City believes the new transfer center would enhance bus service in Newport News by providing a formal bus transfer center.

The Transportation Technical Committee has recommended approval of this request. Should the MPO Board approve the request, a TIP amendment will be processed to delete project UPC# T4200 from the TIP and add the new project. The public review period would begin in November in anticipation of final approval by the Board in December.

Attachment

RECOMMENDED ACTION:

Approval.



City of Newport News

Virginia 23607

Office Of The City Manager

October 22, 2008

2400 Washington Avenue
(757) 926-8411
Fax (757) 926-3503

Mr. Dwight Farmer
Executive Director
Hampton Roads Planning District Commission
723 Woodlake Drive
Chesapeake, VA 23320

Dear Mr. Farmer:

Subject: Newport News CMAQ Reallocation Request (Patrick Henry Mall
Transfer Center)

The City of Newport News requests that the MPO approve the reallocation of \$1.5 Million in FY2008-FY2009 Congestion Mitigation and Air Quality (CMAQ) grant monies from the Newport News Shuttle Phase 2, UPC No.T4200, to a new project entitled the "Patrick Henry Mall Transfer Center." Grant administration would be transferred to HRT. The Newport News Shuttle was discontinued in March of 2007. The Patrick Henry Mall Transfer Center will enhance bus service in Newport News by providing a formal bus transfer center for citizens who rely on the bus to get to work every day.

Patrick Henry Mall is a major transfer point for HRT and is served by several bus routes between Newport News and Hampton. In April 2007, an express bus to Williamsburg (Bus Route 121) was rerouted to also serve Patrick Henry Mall. Since this time, the demand for commuter parking at the mall has increased around the bus shelter located in front of the Dillard's department store. VDOT previously identified Patrick Henry Mall as a park and ride lot but there was no formal agreement with mall management. The bus shelter at the mall is not ADA compliant and has posed great difficulty to riders for some time.

In June, Patrick Henry Mall management asked HRT and the City to relocate the bus shelter and commuter parking to a 1.4-acre site at the rear of the mall near the intersection of Roger Brown Road and Criston Drive. HRT would like to construct a bus transfer center at this site to accommodate commuters and regular riders making bus to bus transfers.

Mr. Dwight Farmer
Page 2
Newport News CMAQ Reallocation Request
October 22, 2008

This CMAQ grant will be administered by Hampton Roads Transit. Favorable consideration by the Transportation Technical Committee and the MPO is requested and greatly appreciated.

Sincerely,



Randy W. Hildebrandt
City Manager

RWH:cej

G:\RWH-CITY MGR\RWH-CORRESPONDENCE\RWH-2008 Correspondence\October\ltr.dwight farmer.CMAQ reallocation request.patrick henry mall.10.22.08.doc

cc: Camelia Ravanbakht, Ph.D., Deputy Executive Director
Michael Townes, President and CEO, HRT
Jane Whitney, Senior Vice President for Development, HRT

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #6: TRANSIT VISION PLAN: MID-PROJECT REPORT

The midpoint of the development of the MPO's *Transit Vision Plan for Hampton Roads* has been reached. HNTB, the consultant hired by the MPO, has reviewed land use and transportation plans from local governments and transit agencies, gathered input from the public, and prepared some candidate transit corridors for the vision plan.

Mr. Abi Lerner and Mr. Matthew Huston of HNTB will provide the MPO Board with an overview of the work completed to date.

RECOMMENDED ACTION:

None required.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #7: GILMERTON BRIDGE TRAFFIC MITIGATION

- A. During the September MPO Board meeting, the Board asked questions regarding VDOT's plans to handle traffic during the Gilmerton Bridge replacement project, given that construction plans call for the four-lane bridge to be reduced to two lanes during the project which is expected to take approximately three years.

Mr. Adam Jack, VDOT Hampton Roads District Preliminary Engineer, will brief the MPO Board on traffic mitigation plans for the Gilmerton Bridge project.

RECOMMENDED ACTION:

None required.

- B. During the October MPO Board meeting, there was discussion concerning a request from the City of Chesapeake for \$15.5 million in RSTP funds to close the funding gap on the Gilmerton Bridge replacement project, as well as a VDOT plan to close the gap by transferring funds from other regionally-significant projects in various localities. At Chesapeake's request, the MPO Board voted to continue this item at the November MPO Board meeting or as soon as updated funding information from VDOT becomes available. It should be noted that as part of the city's motion, it was asked that as staff considered funding sources to cover the funding gap on the project, they do it in a context that would have minimum impact on other regionally-significant projects.

Updated funding information from VDOT was not available at the time of the Transportation Technical Committee meeting.

RECOMMENDED ACTION:

Per discussion.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #8: MPO COMMITTEE STATUS REPORT

The latest meeting of the MPO Committee was held on Monday, November 10, 2008. Primary items of discussion included the following:

- Separate MPO and PDC Chairs
- Legislative Liaison Position
- Metropolitan Planning Agreement (Attached)
- Weighted voting at MPO Board meetings (Attached)
- Draft MPO Bylaws (Attached)
- Status of addressing the items in the Quadrennial Certification Review (Attached)
- Status of MPO Best Practices Study (Handout)

Mayor Joe Frank, MPO Committee Chairman, will brief the MPO Board on the above items and the recommendations of the MPO Committee.

Attachments and Handout

RECOMMENDED ACTION:

Per discussion.

METROPOLITAN PLANNING AGREEMENT FOR THE HAMPTON ROADS AREA

This agreement is made and entered into as of _____2008 by and between the Commonwealth of Virginia hereinafter referred to as the State, the Hampton Roads Area Metropolitan Planning Organization, hereinafter referred to as the MPO, the Transportation District Commission of Hampton Roads and Williamsburg Area Transport hereinafter referred to as the Public Transit Operators, the Virginia Department of Environmental Quality (VDEQ, also referred to as the State Air Quality Agency), the Hampton Roads Air Quality Committee (HRAQC), and the Hampton Roads Planning District Commission (HRPDC) serving as planning and administrative staff to the MPO, hereinafter referred to as the Staff.

WHEREAS, joint responsibilities must be met for establishing and maintaining a cooperative, comprehensive and continuing (3-C) metropolitan transportation planning and programming process as defined and required by the United States Department of Transportation in regulations at [23 CFR 450 Subpart C](#);

WHEREAS, the regulations at [23 CFR 450.314\(a\)](#) direct that the MPO, State, and Public Transit Operator(s) responsibilities for carrying out the 3-C process shall be cooperatively determined and clearly identified in a written agreement;

WHEREAS, the regulations at [23 CFR 450.314\(b\)](#) additionally direct that the State (the responsible authority for Virginia public roads, thus "affected local agencies" are not included), State Air Quality Agency (VDEQ), and MPO shall have a written agreement that describes the process for cooperative planning and analysis of projects that are in nonattainment or maintenance areas that extend beyond a metropolitan area's boundary;

WHEREAS, the regulations at [23 CFR 450.314\(c\)](#) additionally direct that, in nonattainment and maintenance areas, if the MPO is not the designated agency for air quality planning under section 174 of the Clean Air Act (42 U.S.C. 7504), there shall be a written agreement between the MPO and the designated air quality planning agency describing their respective roles and responsibilities for air quality related transportation planning;

WHEREAS, pursuant to the federal transportation conformity regulation at 40 CFR Parts 51 and 93, state transportation conformity regulations, to be made effective at [9 VAC 5-151](#), define the Lead Planning Organization (LPO) as the organization certified by the State as being responsible for the preparation of control strategy implementation plan revisions for non-attainment areas under §174 of the federal Clean Air Act and, accordingly, the HRAQC has been duly designated as the LPO for the Hampton Roads area, and is recognized herein as

the locally designated air quality planning agency as referenced in [23 CFR 450.314\(c\)](#); and

WHEREAS, the regulations at [23 CFR 450.314\(f\)](#) additionally direct that those MPOs with planning boundaries that include a portion of the same Transportation Management Area (TMA) shall establish a written agreement that clearly identifies the roles and responsibilities of each MPO in meeting specific TMA requirements.

NOW, THEREFORE, it is recognized and agreed that, as the regional transportation planning and programming authority in cooperation with the Staff, the State, the Public Transit Operators, the LPO (HRAQC) and the State Air Quality Agency (VDEQ), the MPO shall serve as the forum for cooperative development of the transportation planning and programming activities and products for the Hampton Roads area. It is also agreed that the following articles will guide the 3-C process.

Article 1

Planning and Modeling Boundaries

The MPO is responsible as the lead for coordinating transportation planning and programming in the Hampton Roads metropolitan transportation planning area (MPA) that includes the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach and Williamsburg; the Counties of Isle of Wight, James City, and York; and the urbanized area of Gloucester County. A map providing a visual and itemized description of the current MPA will be included on the HRPDC website. It is recognized that the scope of the regional study area used with the transportation demand model may extend beyond the MPA. The boundaries of the MPA shall be subject to approval of the MPO and the Governor.

Article 2

MPO Board & Related MPO Committees

(A) The MPO Board is the chief regional authority responsible for cooperative development and approval of the core transportation planning activities and products for the urbanized region including:

- the MPO budget and Unified Planning Work Program (UPWP);
- the Constrained Long Range Transportation Plan (CLRP);
- the Transportation Improvement Program (TIP) including all regionally significant projects regardless of their funding source;
- the Congestion Management Process (CMP) in TMAs;
- the Public Participation Plan; and
- ensuring all planning and programming documents are developed in accordance with the federal requirements (including consultation with

relevant land use management, environmental and planning agencies, coordination and consistency of plans and programs with related transportation elements of applicable federal laws and regulations, and, if applicable, planning and transportation conformity findings)

The MPO Board will consider, analyze as appropriate, and reflect in the planning and programming process the metropolitan planning factors and requirements for MPO and state certifications as required by sections [23 CFR 450.306](#), and [450.334](#), respectively.

The MPO Board shall establish and follow rules of order and record and shall be responsible for electing a chairman and other officers as deemed appropriate. Voting membership of the MPO Board shall consist of the following representatives, designated by and representing their respective governments and agencies:

- Locally elected officials representing each County, independent City, or other appropriate representation within the metropolitan transportation planning area
- One representative of each of the Public Transit Operators
- One representative participating on behalf of the Virginia Department of Transportation (VDOT) appointed by the Commonwealth of Virginia Secretary of Transportation
- One representative participating on behalf of the Virginia Department of Rail and Public Transportation (VDRPT) appointed by the Commonwealth of Virginia Secretary of Transportation
- One representative of the Virginia Port Authority (VPA) appointed by the Commonwealth of Virginia Secretary of Transportation

The individual voting representatives may be revised from time to time as designated by the respective government or agency. State elected officials may also serve on the MPO Board. Voting and nonvoting members may be added or deleted by the MPO Board by a majority of all voting members in accordance with non-substantial voting membership changes as allowed in [23 CFR 450.310](#). MPO Board members will be identified on the MPO website.

(B) The Transportation Technical Committee (TTC) is comprised of the designated technical staff of each MPO member locality and transit agency, representatives from VDOT, VDRPT, VPA, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), plus other interests deemed necessary and approved by the MPO Board. The TTC provides technical review and assistance in transportation planning and transportation-related air quality planning. Members are responsible for providing, obtaining, and validating the required latest official travel and socio-economic planning data and assumptions for the regional study area. Members are to ensure proper use of the data and assumptions by the MPO Board with appropriate travel forecast

related models. Additional and specific responsibilities may be defined from time to time by the MPO Board. TTC members will be identified on the MPO website.

(C) The Transportation Advisory Committee (TAC) is comprised of the chief administrative officers of each MPO member locality and transit agency, representatives from VDOT, VDRPT, FHWA, and FTA, plus other interests deemed necessary and approved by the MPO Board. The TAC meets as needed for special projects and by request of the MPO Board. TAC members will be identified on the MPO website.

(D) Regular Meetings- The MPO Board and TTC shall each be responsible for establishing and maintaining a regular meeting schedule to carry out respective responsibilities and to conduct official business. The TAC shall meet as requested by the MPO Board. Meeting policies and procedures shall follow regulations set forth in applicable federal laws and regulations. The regular meeting schedules of the MPO Board and all related MPO committees shall be posted online and all meetings shall be open to the public. Any meeting consisting of 3 or more members of the MPO Board or of a related MPO committee, such as the TTC or TAC, discussing the business of the MPO must be publicly advertised and open to the public in accordance with the Freedom of Information Act.

Article 3

Unified Planning Work Program

Transportation planning activities anticipated within the region during the next year, regardless of funding sources, shall be documented and prepared annually by the Staff and TTC and reviewed and endorsed by the MPO Board. Prior to the expenditure of any funds, such UPWP shall be subject to the approval of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the State for funding the activities. Any changes in transportation planning and related activities, regardless of funding source, shall be accomplished by amendments to the UPWP and adoption by the MPO Board according to the same, full procedure as the initial UPWP.

Article 4

Public Participation Plan

The MPO Board shall adopt and maintain a formal, written Public Participation Plan. The Public Participation Plan shall provide reasonable opportunity for involvement by all interested parties in carrying out the metropolitan area's transportation planning and programming process, providing reasonable opportunities for preliminary review and comment especially at key decision points. The initial or revised Public Participation Plan shall undergo a minimum 45 day public review and comment period. The Public Participation Plan will be published and available online. The State shall assist, upon request of the MPO,

to provide documents in alternative formats to facilitate the participation of persons with limited English proficiency or visual impairment.

The MPO also shall, to the extent practicable, develop and follow documented process(es) that at least outline the roles, responsibilities and key points for consulting with adjoining MPOs, other governments and agencies regarding other planning activities, and Indian Tribal or federal public lands and thereby ensure compliance with all sections of [23 CFR 450.316](#). The process(es) shall identify procedures for circulating (or providing ready access to) draft documents with supporting materials that reference, summarize or detail key assumptions and facilitate agency consultations, and public review and comment before formal adoption of a transportation plan or program.

Article 5 Congestion Management Process

Each MPO, in cooperation with the State, shall develop and adopt performance goals and measures for the regional transportation network. The Hampton Roads Metropolitan Planning Area is a Transportation Management Area (TMA) and shall be responsible for developing an ongoing congestion management process for monitoring, operating and maintaining the regional transportation network as required by [23 CFR 450.320](#).

Article 6 Air Quality Planning

Areas of the country designated by the US Environmental Protection Agency as non-attainment or maintenance for one or more of the national ambient air quality standards (NAAQS) are subject to various federal and state air quality regulatory requirements, which include demonstrations of “transportation conformity” as a means to ensure that regional transportation plans and programs conform with applicable state implementation plans (SIP). Both the designations and the associated air quality planning requirements are subject to change over time.

Accordingly, the State will lead the development of regional conformity analyses and associated conformity consultation procedures to meet all applicable federal, state and local conformity requirements for transportation plans and/or improvement programs, and any updates, revisions or amendments thereto. Federal conformity regulations are currently specified in 40 CFR Parts 51 and 93, with corresponding state conformity requirements identified in [9 VAC 5-151](#). Conformity consultation activities will be coordinated as appropriate with procedures outlined in the Public Participation Plan developed by the MPO and updated as appropriate following any relevant and material updates to applicable federal and state requirements. The State will also coordinate with the US Department of Transportation to obtain approvals for all conformity analyses.

In response to requirements of [23 CFR 450.314\(b\)](#), the regional conformity analyses to be prepared by the State will be conducted for the entire nonattainment or maintenance area or areas contained within MPA boundaries. Where such areas extend outside the MPA, reasonable estimates will be made for traffic and associated emissions for the extended area to be applied as appropriate in the required conformity emission tests for the entire nonattainment or maintenance area. Should the Hampton Roads nonattainment or maintenance area be re-designated in the future to extend beyond current boundaries, this agreement may need to be modified to include the additional jurisdiction(s).

Additionally, in response to the requirements of Section 174 of the Clean Air Act as amended and [23 CFR 450.314\(c\)](#), roles and responsibilities for the LPO (HRAQC) and the State Air Quality Agency (VDEQ) are as defined in the state conformity regulations. In general, the LPO is the forum for cooperative air quality planning while the State Air Agency retains responsibility for obtaining final approval at state levels for SIP revisions including maintenance plans. In this context, HRAQC will work with the VDEQ in the development as appropriate of any SIP revisions affecting the Hampton Roads area. In particular, HRAQC and the VDEQ will consult and coordinate extensively with the MPO and the State whenever transportation conformity is involved directly or indirectly, including, for example, but not limited to, the development of motor vehicle emission budgets for transportation conformity as well as the development and implementation of Transportation Control Measures (TCMs) or other motor vehicle control measures to be included in a SIP or otherwise required by law. Similarly, HRAQC and the VDEQ will consult and coordinate with the MPO, the State and other agencies and stakeholders as appropriate in the development of any other regional air quality-related transportation planning documents that may be required under federal or state law.

Finally, if a conflict regarding transportation conformity arises among state agencies or between state agencies and the MPO, this conflict shall be taken to the Governor for resolution consistent with applicable federal and state conformity regulations for resolving conflicts.

Article 7

Inclusion and Selection of Project Recommendations

Selection of projects for inclusion into CLRP

Recommended transportation investments and strategies to be included in the CLRP shall be determined cooperatively by the MPO, the State, and the public transit operators. Prior to the formal adoption of a final CLRP, the MPO shall provide the public and other interested stakeholders with reasonable opportunities for involvement and comment as specified in 23 CFR §450.316 and in accordance with the procedures outlined in the Public Participation Plan. The

MPO shall demonstrate explicit consideration and response to public input received during the development of the CLRP.

Development of the Transportation Improvement Program (TIP)

To the extent that funds are reasonably available, the projects to be included in the TIP shall be cooperatively determined by the MPO, the State and the public transit operators. Projects may be included and programmed in the TIP only if they are consistent with the recommendations in the CLRP. The State shall provide the MPO a list of project, program, or grouped obligations by year and phase for all Virginia Department of Transportation funded projects to facilitate the development of the TIP document. The format of the STIP will be based on the executed agreement between FHWA, FTA, and the State. The MPO may include additional detail or supporting information as an appendix to the TIP document. The MPO shall add locally funded projects. Once the TIP is compiled and adopted by the MPO Board, the MPO shall forward the TIP to the State. The State shall incorporate the TIP into the STIP. Once complete, the STIP will be forwarded to FHWA for review and approval.

The MPO shall develop a prioritized list of projects eligible for funding with federal Congestion Mitigation and Air Quality (CMAQ) funds. The list shall show the allocations approved by the MPO for each eligible CMAQ project. Virginia law requires that projects funded, in whole or part, from federal CMAQ funds shall be selected and obligated in accordance with Virginia Acts of Assembly item 427 C 3.

The MPO shall provide the State with a list of the proposed Transportation Enhancement (TE) grant projects for which the MPO has provided its endorsement. Selected TE projects shall be reported by the State to the appropriate MPO for inclusion in the TIP.

Article 8

Financial Planning and Programming, and Obligations

The State, the MPO and the transit operators are responsible for financial planning that demonstrates how CLRPs and TIPs can be implemented consistent with principles for financial constraint. Federal requirements direct that specific provisions be agreed on for cooperatively developing and sharing information for development of financial plans to support the CLRP (23 CFR 450.322(f)(10)) and TIP (23 CFR 450.324(h) & (i)), as well as the development of the annual listing of obligated projects (23 CFR 450.332).

Fiscal Constraint and Financial Forecasts

The CLRP and TIP shall be fiscally constrained pursuant to 23 CFR §450.322 and §450.324, respectively, with project costs inflated to reflect the expected year of expenditure. To support the development of the financial plan for the

CLRP, the Virginia Department of Transportation shall provide the MPO with a long-range forecast of expected state and federal transportation revenues for the metropolitan planning area. The MPO shall review the forecast and add any local or private funding sources reasonably expected to be available during the planning horizon. Recommendations on any alternative financing strategies to fund the projects and programs in the transportation plan shall be identified and included in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified and documented. If a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions) the MPO will not act on a full update or amended CLRP and/or TIP that does not reflect the changed revenue situation. Updates or amendments to a TIP, or the STIP are acceptable as long as the changes don't involve the removed or reduced sources of funding.

Annual Obligation Report

Within 90 days after the close of a federal fiscal year the Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation shall provide the MPO with Annual Obligation Report information. To the extent possible, this report (s) will contain the projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal highway or transit funds were obligated in the preceding program year. It shall include all federally funded projects authorized including those revised to increase obligations in the preceding program year, at a minimum include TIP project description and implementing agency information and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. The MPO shall publish the Annual Obligation Report on the Web and in accordance with any other procedures outlined in the Public Participation Plan to ensure adequate access by the public and other interested stakeholders.

IN WITNESS WHEREOF, the parties have executed this agreement on the day and year first written above.

Bruce C. Goodson
Chairman
Hampton Roads
Metropolitan Planning Organization/
Hampton Roads Air Quality Committee

WITNESS BY _____

Pierce R. Homer
Secretary of Transportation
Commonwealth of Virginia

WITNESS BY _____

Michael S. Townes
Executive Director
Transportation District Commission
Of Hampton Roads

WITNESS BY _____

Mark D. Rickards
Executive Director
Williamsburg Area Transport

WITNESS BY _____

David K. Paylor
Director,
Virginia Department of
Environmental Quality

WITNESS BY _____

Dwight L. Farmer
Executive Director/Secretary
Hampton Roads
Planning District Commission/
Hampton Roads
Metropolitan Planning Organization

WITNESS BY _____

DRAFT

MPO ANALYSIS: WEIGHTED VOTING SCENARIOS



Prepared By:
Hampton Roads MPO staff
October 7, 2008

MPO ANALYSIS: WEIGHTED VOTING SCENARIOS

The Hampton Roads MPO Committee requested that staff prepare tables of three different scenarios of weighted voting:

- Section I: 1 vote per 50,000 population
- Section II: 1 vote per 75,000 population
- Section III: 1 vote per 100,000 population

MPO Voting Members

1 vote per 50,000 population

	Juridictions	Total Population 2007*	POP/50K	No. of Votes/50K	Percent of Total Votes	Percent of Total Population
1	Gloucester County	36,489	0.7	1	2.9%	2.3%
2	Isle of Wight County	33,612	0.7	1	2.9%	2.1%
3	James City County	61,739	1.2	1	2.9%	3.8%
4	York County	63,184	1.3	1	2.9%	3.9%
5	Chesapeake city	216,568	4.3	4	11.4%	13.4%
6	Hampton city	145,862	2.9	2	5.7%	9.0%
7	Newport News city	182,478	3.6	3	8.6%	11.3%
8	Norfolk city	235,987	4.7	4	11.4%	14.6%
9	Poquoson city	11,948	0.2	1	2.9%	0.7%
10	Portsmouth city	98,543	2.0	2	5.7%	6.1%
11	Suffolk city	81,209	1.6	1	2.9%	5.0%
12	Virginia Beach city	433,033	8.7	8	22.9%	26.8%
13	Williamsburg city	13,245	0.3	1	2.9%	0.8%
TOTAL		1,613,895		30	85.7%	100%

Other Voting Stakeholders				5	14.3%	
14	HRT			1	2.9%	
15	VDOT			1	2.9%	
16	VDRPT			1	2.9%	
17	VPA			1	2.9%	
18	WAT			1	2.9%	
TOTAL VOTES				35	100%	

*Population Source: Weldon Cooper Center for Public Service. Demographics and Workforce Section, 2007 Population Estimates.

Output
1 vote per 50,000 population

- Out of a total of 35 votes, 30 represent member jurisdictions and 5 are from other stakeholders.
- 86% of the 35 votes are represented by jurisdictions.
- 14% of the 35 votes are represented by other stakeholders.
- There are 6 jurisdictions with more than 1 vote.
- These 6 jurisdictions carry a total of 23 votes or 66%.

MPO Voting Members

1 vote per 75,000 population

Juridictions		Total Population 2007*	POP/75K	No. of Votes/75K	Percent of Total Votes	Percent of Total Population
1	Gloucester County	36,489	0.5	1	3.8%	2.3%
2	Isle of Wight County	33,612	0.4	1	3.8%	2.1%
3	James City County	61,739	0.8	1	3.8%	3.8%
4	York County	63,184	0.8	1	3.8%	3.9%
5	Chesapeake city	216,568	2.9	2	7.7%	13.4%
6	Hampton city	145,862	1.9	1	3.8%	9.0%
7	Newport News city	182,478	2.4	2	7.7%	11.3%
8	Norfolk city	235,987	3.1	3	11.5%	14.6%
9	Poquoson city	11,948	0.2	1	3.8%	0.7%
10	Portsmouth city	98,543	1.3	1	3.8%	6.1%
11	Suffolk city	81,209	1.1	1	3.8%	5.0%
12	Virginia Beach city	433,033	5.8	5	19.2%	26.8%
13	Williamsburg city	13,245	0.2	1	3.8%	0.8%
TOTAL		1,613,895		21	80.8%	100%

Other Voting Stakeholders				5	19.2%	
14	HRT			1	3.8%	
15	VDOT			1	3.8%	
16	VDRPT			1	3.8%	
17	VPA			1	3.8%	
18	WAT			1	3.8%	
TOTAL VOTES				26	100%	

*Population Source: Weldon Cooper Center for Public Service. Demographics and Workforce Section, 2007 Population Estimates.

Output
1 vote per 75,000 population

- Out of a total of 26 votes, 21 represent member jurisdictions and 5 are from other stakeholders.
- 81% of the 26 votes are represented by jurisdictions.
- 19% of the 26 votes are represented by other stakeholders.
- There are 4 jurisdictions with more than 1 vote.
- These 4 jurisdictions carry a total of 12 votes or 46%.

MPO Voting Members

1 vote per 100,000 population

	Juridictions	Total Population 2007*	POP/100K	No. of Votes/100K	Percent of Total Votes	Percent of Total Population
1	Gloucester County	36,489	0.4	1	4.3%	2.3%
2	Isle of Wight County	33,612	0.3	1	4.3%	2.1%
3	James City County	61,739	0.6	1	4.3%	3.8%
4	York County	63,184	0.6	1	4.3%	3.9%
5	Chesapeake city	216,568	2.2	2	8.7%	13.4%
6	Hampton city	145,862	1.5	1	4.3%	9.0%
7	Newport News city	182,478	1.8	1	4.3%	11.3%
8	Norfolk city	235,987	2.4	2	8.7%	14.6%
9	Poquoson city	11,948	0.1	1	4.3%	0.7%
10	Portsmouth city	98,543	1.0	1	4.3%	6.1%
11	Suffolk city	81,209	0.8	1	4.3%	5.0%
12	Virginia Beach city	433,033	4.3	4	17.4%	26.8%
13	Williamsburg city	13,245	0.1	1	4.3%	0.8%
TOTAL		1,613,895		18	78.3%	100%

Other Voting Stakeholders				5	21.7%	
14	HRT			1	4.3%	
15	VDOT			1	4.3%	
16	VDRPT			1	4.3%	
17	VPA			1	4.3%	
18	WAT			1	4.3%	
TOTAL VOTES				23	100%	

*Population Source: Weldon Cooper Center for Public Service. Demographics and Workforce Section, 2007 Population Estimates.

Output
1 vote per 100,000 population

- Out of a total of 23 votes, 18 represent member jurisdictions and 5 are from other stakeholders.
- 78% of the 23 votes are represented by jurisdictions.
- 22% of the 23 votes are represented by other stakeholders.
- There are 3 jurisdictions with more than 1 vote.
- These 3 jurisdictions carry a total of 8 votes or 35%.

UPDATED DRAFT

11/10/08

[These draft Bylaws are based upon the concept paper presented at the June 16, 2008 subcommittee meeting. This draft is in the form of a template with the idea that discussion and editing will lead to a final product. Amendments can be made per direction of the Executive Director or committee and the following represents a draft format only which is subject to the direction of the parties mentioned]

Bylaws of the Hampton Roads Metropolitan Planning Organization

ARTICLE I

Preamble

1.01 The Bylaws of the Hampton Roads Metropolitan Planning Organization (MPO) shall serve to guide the proper functioning of the metropolitan transportation planning process by the Metropolitan Planning Organization for Hampton Roads, Virginia. These bylaws provide general procedures and policies for the MPO Board for fulfilling the requirements of the Metropolitan Planning Agreement for the Hampton Roads area; 23 CFR 450.300 *et seq.* and other applicable provisions of federal law; Governor L. Douglas Wilder's Designation Letter of July 1, 1991; and Virginia Code § 33.1-23.03:01 (or, if recodified or otherwise relocated, the successor provisions).

ARTICLE II

Definitions

Metropolitan Planning Area (MPA) – The geographical area determined by agreement between the MPO for the area and the Governor and in which the metropolitan transportation planning process is carried out.

Metropolitan Planning Organization (MPO) – The policy board of an organization created and designated to carry out the metropolitan transportation planning process.

Metropolitan Planning Agreement – A written agreement among the MPO, State, and public transportation operators serving the MPA that identifies the mutual responsibilities of those entities in carrying out the metropolitan transportation planning process.

Metropolitan Transportation Planning Process – The federally-mandated continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all surface transportation modes and supports metropolitan community goals.

Planning District Commission (PDC) – A political subdivision of the Commonwealth of Virginia chartered under the Regional Cooperation Act by the local governments of each planning district. The purpose of PDCs is to encourage and facilitate local government cooperation and state-local cooperation in addressing regional problems of greater than local significance.

Transportation Management Area (TMA) – An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the U.S. Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the U.S. Secretary of Transportation.

Urbanized Area (UZA) – A geographical area with a population of 50,000 or more, as designated by the Bureau of the Census.

Unified Planning Work Program (UPWP) – A statement of work identifying the planning priorities and activities to be carried out within the metropolitan planning area. A UPWP includes a description of the planning work and resulting products, and specifies who will perform the work, time frames for completing the work, and the source(s) of funds.

ARTICLE III

Membership

3.01 **General.** The MPO Planning Area consists of the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg, as well as, the Counties of Gloucester, Isle of Wight, James City, and York. Voting Membership in the MPO Board is as follows:

City of Chesapeake
Gloucester County
City of Hampton
Isle of Wight County
James City County
City of Newport News
City of Norfolk
City of Poquoson
City of Portsmouth
City of Suffolk

City of Virginia Beach
City of Williamsburg
York County
Williamsburg Area Transit Authority
Transportation District Commission of
Hampton Roads
Virginia Department of Transportation
Virginia Department of Rail and Public
Transportation
Virginia Port Authority

Non-Voting Members:

Virginia Department of Aviation
Federal Transit Administration
Federal Highway Administration
Federal Aviation Administration
Chief Administrative Officers for all Member Localities
2 General Assembly representatives (One Senator, One Delegate)
Chair of the Citizens Transportation Advisory Committee
Railroads (CSX and Norfolk Southern)
Peninsula Airport Commission and Norfolk Airport Authority)

3.02 Voting Representation. The representative of each voting locality shall be an elected official appointed by the governing body of the locality. Each public transit organization shall be represented by its Executive Director, and each state agency shall be represented by an official designated by the State Secretary of Transportation.

3.03 Alternates. Each voting member shall designate an alternate authorized to act in the absence of the voting member's representative. In the case of localities, the alternate shall be an elected official. For public transit members, the alternate should be an official of the agency's management team authorized to act in the absence of the Director. The State Secretary of Transportation shall designate alternates for state agency members.

3.04 Non-Voting Members. In addition to those non-voting members listed in 3.01, the MPO Board may extend an invitation to any additional parties deemed necessary and appropriate to become a non-voting member of the MPO Board. The Director of an agency invited as a non-voting member shall appoint the agency's representative to the MPO Board and shall notify the Chair and Executive Director/Secretary of the appointment. The General Assembly representatives shall be appointed by the Hampton Roads Legislative Caucus and shall consist of one senator and one delegate, one of whom resides in a Southside locality and the other of whom resides in a Peninsula locality. The appointed senator and delegate shall continue to serve as a MPO Board member until his or her current term of elected office concludes.

ARTICLE IV

Voting

4.01 General. Voting shall be weighted with respect to locality members based on one (1) vote per 75,000 inhabitants. Voting weight shall be recalculated effective July 1 every two (2) years in accordance with the most current data from the Weldon Cooper Center for Public Service. In accordance with the Weldon Cooper Center's 2007 Population Estimates, the following members shall have one (1) vote: the counties of Gloucester, Isle of Wight, James City, and York, and the cities of Hampton, Poquoson, Portsmouth, Suffolk, and Williamsburg. The cities of Chesapeake and Newport News shall have two (2) votes, the City of Norfolk shall have three (3) votes, and the City of Virginia Beach shall have five (5) votes. The Williamsburg Area Transit Authority, the Transportation District Commission of Hampton Roads, the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, and the Virginia Port Authority shall each have one (1) vote.

4.02 Reconsideration. Any member who voted on the prevailing side may make a motion for reconsideration at the meeting during which the vote was taken. Such a member may make a motion to reconsider at the next regularly scheduled meeting, but only if the member informed the Chair and the Executive Director, in writing, within five business days of the original vote, of the member's intention to make the motion to reconsider. The Executive Director shall provide a copy of any such written notice to all MPO Board members. A motion to reconsider cannot be renewed if it has been voted on and defeated except by unanimous consent of those present at the meeting.

4.03 Alternate Voting Members

4.03.01 Voting. At any given meeting, if an MPO Board voting member is absent, the MPO Board member's alternate may vote in place of the absent member.

4.03.02 Notice. Each MPO Board voting member shall provide the Executive Director with the name and contact information for the member's alternate.

ARTICLE V

Meetings

5.01 Regular Meetings. Regular meetings of the MPO Board shall be held at 9:30 a.m. on the 3rd Wednesday of each month at a place to be determined by the MPO Chair. The MPO Board may change the date and fix the time and place of any regular meeting at any prior meeting and may adjourn any meeting from time-to-time or to another place. The October meeting shall be the Annual Meeting of the MPO Board.

5.02 Special Meetings. Special meetings of the MPO Board may be called by the Chair at the Chair's discretion or by any five (5) voting members of the MPO Board upon five (5) business days notice to all members, of the time, place and purpose of the special meeting. In accordance with the provisions of the Virginia Freedom of Information Act, public notice of special meetings shall be given contemporaneously with the notice provided to members of the MPO Board (ref.: Va. Code § 2.2-3707). The contents of the notice and the locations for notice placement shall be as set forth below in subsection 5.04.

5.03 Quorum. A majority of the voting members of the MPO Board shall constitute a quorum for the transaction of business.

5.04 Notices. Public notice of each regular MPO Board, committee, or subcommittee meeting shall be given not less than three working days prior to the date of such meeting, in accordance with the provisions of the Virginia Freedom of Information Act (ref.: Va. Code § 2.2-3707). Such notice shall provide the date, time, and location of the meeting and shall be posted in both the reception area of the Regional Building in Chesapeake and the administrative offices of the Hampton Roads Planning District Commission. Notice also shall be posted on the MPO Web site and, if feasible, in MPO newsletters. Staff is also charged on an on-going basis with improving and further disseminating notice of meetings in order to encourage and facilitate public involvement.

5.05 Meetings Open to the Public. In accordance with the provisions of the Virginia Freedom of Information Act, all meetings of the MPO Board or any committees or subcommittees established by the MPO Board shall be open to the public unless lawfully convened into a closed session in accordance with the Act (ref.: Va. Code §§ 2.2-3707 and -3712). No meeting during which MPO business is discussed shall be conducted through telephonic or electronic means where the members are not physically assembled. In accordance with the Act, a "meeting" is any gathering of three or more members of the MPO Board or any MPO-appointed committee or subcommittee (unless the committee or

subcommittee has only three members, in which case the gathering of two members shall constitute a “meeting”) (ref.: Va. Code § 2.2-3701). In accordance with the Act, any person may photograph, film, record or otherwise reproduce any portion of an open meeting (ref.: Va. Code § 2.2-3707(H)).

5.06 Public Comment. Time shall be allotted for public comment at MPO Board meetings. Any person desiring to address the MPO Board shall register with the staff of the Executive Director prior to the opening of the meeting. The time limit for speakers is three minutes per person. The Executive Director of the MPO shall assign a staff member to keep time for each speaker. Time cannot be pooled or assigned to any person other than the person who registered to speak. A member of the public may submit written comments or other materials to the Executive Director for distribution to the MPO Board.

5.07 Minutes and Materials Furnished to Members. In accordance with the provisions of the Virginia Freedom of Information Act, minutes shall be recorded at all open meetings, and at least one copy of all agenda packets and, unless exempt under the Act, all materials furnished to members of the MPO Board shall be made available for public inspection at the same time such documents are furnished to members of the MPO Board, and, when feasible, shall be posted on the MPO Web site prior to the meeting (ref.: Va. Code § 2.2-3707). Minutes shall include a record of any votes taken and shall be in conformance with the requirements of the Freedom of Information Act (ref.: Va. Code § 2.2-3707(I)).

ARTICLE VI

Officers and Duties

6.01 Officers. The officers of the MPO Board shall consist of a Chair, Vice-Chair, Secretary, and such subordinate officers as may from time-to-time be elected or appointed by the MPO Board. The MPO Board shall hold an annual organizational meeting for the purpose of electing officers at the first meeting after October 1 of each year. The officers shall be elected by a majority of those present and voting.

6.02 Chair. The Chair shall be a voting MPO Board member and preside at all meetings of the MPO Board at which the Chair is present, and shall vote as any other voting MPO Board member. The Chair shall be responsible for the implementation of the policies established and the actions taken by the MPO Board; shall have all of the powers and duties customarily pertaining to the office of Chair of the MPO Board; and shall sign official documents of the MPO Board and perform such further duties as may be assigned to the Chair by the MPO Board.

6.03 Vice-Chair. The Vice-Chair shall be a voting MPO Board member and, in the event of the death, resignation or absence of the Chair, or of the Chair’s inability to perform any of the duties of the office of the Chair or to exercise any of the Chair’s powers, perform such duties and possess such powers as are conferred upon the Chair including without limitation the power to call meetings as provided in Article IV hereof; shall sign official documents of the MPO Board; and shall perform such other duties as may from time-to-time be assigned to the Vice-Chair by the Chair or by the MPO Board.

6.04 Secretary. The Secretary shall cause MPO Board members to be given notice of all regular and special meetings of the MPO Board, and shall attend all such meetings and cause to be kept a record of their proceedings, which shall be a public record, and copies of which shall be provided to MPO Board members with the notice of the next succeeding regular meeting of the MPO Board. The Secretary shall perform all of the duties incident to the office of the Secretary and such other duties as may from time-to-time be assigned to the Secretary by the Chair or by the MPO Board.

6.04 Terms of Office. All officers shall be elected at the Annual Meeting of the MPO Board to serve for a term of one (1) year, or until their successors are elected or until they resign or are removed from office by the MPO Board. Any vacancy occurring in an office shall be filled for the unexpired term by the MPO Board at the next regular meeting following the occurrence of such vacancy, or at a special meeting called for that purpose.

6.05 Term Limitations. The Chair and Vice-Chair may serve not more than two (2) consecutive one (1) year terms in succession, provided however that each such officer may serve for a third or fourth consecutive term if an extension is approved by a majority of the voting members of the MPO Board. Any Chair or Vice-Chair who serves a partial term shall not be considered as serving a full term for purposes of this limitation. No person shall simultaneously serve as the Chair of both the MPO Board and the Hampton Roads Planning District Commission. Additionally, if the Chair of the Hampton Roads Planning District Commission is a member who represents a Southside locality, then the Chair of the MPO Board shall be a member who represents a Peninsula locality. If the Chair of the Hampton Roads Planning District Commission represents a Peninsula locality, then the Chair of the MPO Board shall be a representative of a Southside locality.

6.06 Election. At least ninety (90) days prior to the Annual Meeting at which officers will be elected, the Chair shall appoint a Nominating Committee, consisting of a representative of each MPO member locality. At the annual meeting, the Nominating Committee shall submit the names of one or more persons who are willing to serve for each office to be filled. Further nominations may be made by any voting MPO Board member at the meeting at which the election is held. Election of officers shall be by recorded vote.

ARTICLE VII

Committees

7.01 Standing Committees. The standing committees of the MPO Board shall be: the Transportation Technical Committee, the Transportation Advisory Committee, the Hampton Roads Air Quality Committee, and the Citizen Transportation Advisory Committee. Each standing committee shall establish bylaws to guide its function and the functions of its subcommittees. The bylaws of each committee must be submitted to the MPO Board and approved prior to the effective date thereof.

7.02 Ad Hoc Committees. The Nominating Committee shall be an ad hoc committee of the MPO Board. The MPO Chair or the MPO Board may establish additional ad hoc committees from time to time to advise the MPO Board.

7.03 Committee Meetings. The meetings of any standing or ad hoc committee (or subcommittee thereof) shall be open to the public as described in subsection 5.05, and public notice of such meetings shall be provided as described in subsection 5.04.

7.04 Transportation Technical Committee. The Transportation Technical Committee (TTC) shall be an advisory committee to the MPO Board. Its voting membership shall be comprised of three members of each locality in the MPO, two members from the Virginia Department of Transportation, one member from the Virginia Department of Rail and Public Transportation, one member from the Virginia Port Authority, and one member from each public transit agency. The Federal Highway Administration and the Federal Transit Administration shall be non-voting members. The representatives of each locality shall be appointed by the Chief Administrative Officer of the locality, the members from the state agencies shall be appointed by the State Secretary of Transportation and the members from each public transit agency shall be appointed by the respective executive director. On an as-needed basis, the MPO Chair may invite additional persons to participate in committee meetings in a non-voting capacity. The committee shall maintain a regular meeting schedule.

7.04.1 Duties. The TTC shall provide technical review and assistance in transportation planning and transportation-related air quality planning. Members are responsible for providing, obtaining, and validating the required latest official travel and social-economic planning data and assumptions for the regional study area. Members are to ensure proper use of the data and assumptions by the MPO with appropriate travel forecast related models. Additional and specific responsibilities may be defined from time to time by the MPO Board.

7.05 Transportation Advisory Committee. The Transportation Advisory Committee (TAC) shall be comprised of the Chief Administrative Officer of each MPO member locality, the Williamsburg Area Transport, the Transportation District Commission of Hampton Roads, the Virginia Department of Rail and Public Transportation, and the Virginia Port Authority. The committee shall also include the VDOT Hampton Roads District Administrator, and a VDOT Executive Staff Representative. A representative of the Federal Highway Administration and of the Federal Transit Administration shall be non-voting members. MPO Board voting members shall inform the Chair and Executive Director of the names of the designated members. The committee shall be a standing advisory committee of the MPO Board and shall meet from time to time as circumstances require to act upon matters referred to it by the MPO Board.

7.06 Citizen Transportation Advisory Committee. The Citizen Transportation Advisory Committee (TAC) shall serve as an advisory agency to the MPO Board and shall provide public input to the MPO Board on transportation issues. The CTAC shall consist of thirty members, each of whom shall be a resident of an MPO-member locality. Members shall be appointed by the MPO Board based on recommendations from the Nominating Committee. Initial terms shall be staggered: ten members shall be appointed for one-year terms; ten members shall be appointed for two-year terms; and ten members shall be appointed for

three-year terms. Thereafter, all members shall be appointed to three-year terms. In the event that an appointed member does not complete his or her term, then the Nominating Committee shall recommend a replacement for appointment by the MPO Board to serve the unexpired portion of the term. No member shall serve more than two successive terms (even if one of the terms was for less than three years). The MPO Chair shall appoint one of the members of the CTAC as Chair of the CTAC for a three-year term. Staff assistance shall be provided to the CTAC as set forth in Article VII.

7.07 Hampton Roads Air Quality Committee. The Hampton Roads Air Quality Committee shall advise the MPO Board on air quality issues and shall meet from time to time as directed by the MPO Board. The committee shall consist of a representative of each member locality and a representative of the Virginia Department of Environmental Quality, the Virginia Department of Transportation, and the Virginia Department of Rail and Public Transportation.

7.08 Nominating Committee. The Nominating Committee shall be an ad hoc committee of the MPO Board. It shall be composed of a representative of each MPO member locality, and the Chair shall be appointed by the MPO Chair. The committee shall nominate candidates for MPO Board officer positions as well as candidates for the Citizen Transportation Advisory Committee. The Nominating Committee may convene a closed meeting to discuss potential nominees if it does so in accordance with the Freedom of Information Act. (ref.: Va. Code § 2.2-3712). No votes may be taken during any closed meeting. (ref.: Va. Code § 2.2-3712(G)). At the conclusion of the closed meeting, the committee shall immediately reconvene in an open meeting and take a roll call or other recorded voted to certify the meeting, in accordance with the Act. (ref.: Va. Code § 2.2-3712(D)). Following certification of the closed meeting, the Chair may entertain a vote on one or more candidates for nomination. The Chair shall promptly provide to the MPO Chair and Executive Director a report of any nominations approved by the committee for consideration by the MPO Board.

ARTICLE VIII

Staff

8.01 Executive Director/Secretary. The Executive Director of the MPO shall be the Executive Director of the Hampton Roads Planning District Commission. The Executive Director shall perform the duties of the Secretary, as set forth in Article V, Section 5.04. The Executive Director shall provide staff support to the MPO Board and its committees and shall plan, organize and direct the activities of the staff in support of the mission and the directions of the MPO Board. The Executive Director/Secretary shall work in coordination with the Chair to prepare the agendas for the MPO Board meetings and the meetings of any committee established by the MPO Board.

8.02 Additional Duties. The Executive Director and his staff, in addition to the duties set forth in 8.01, shall provide professional support and advice to the MPO Board and its committees, and shall prepare reports and analyses as required by state and federal

regulations.

8.03 Financial Transactions. All financial transactions by or on behalf of the MPO Board shall be coordinated and managed by the Executive Director/Secretary. All revenues and expenditures shall be received and disbursed by and through the established financial system of the Planning District Commission (PDC), subject to approval of the MPO Board, in accordance with PDC financial procedures. In addition to receiving transportation funding, the PDC shall serve as the fiscal and contracting agency and will allow its staff to serve as staff to the MPO Board. Financial transactions shall be in accordance with the UPWP.

ARTICLE IX

Procedures

9.01 Parliamentary Procedure. Except as otherwise provided in these rules, the most recent edition of *Roberts – Rules of Order*, shall be used to conduct all meetings of the MPO and its committees.

9.02 Governmental Agency and Public Body. The MPO Board is a “governmental agency,” as that term is used in the State and Local Government Conflict of Interests Act, and it is a “public body,” as that term is used in both the Virginia Freedom of Information Act and the Virginia Public Procurement Act (ref.: Va. Code §§ 2.2-3101, -3701, and -4301). Accordingly, MPO Board members and committee and subcommittee members shall be subject to the state laws and regulations that govern governmental agencies and public bodies in Virginia, including the Virginia Freedom of Information Act, the State and Local Government Conflict of Interests Act, and the Virginia Public Procurement Act, except where specifically exempted by act of the General Assembly.

ARTICLE X

Public Participation Plan

The MPO shall develop and use a documented Public Participation Plan, as approved by the MPO Board, that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process in accordance with 23 CFR 450.316.

ARTICLE XI

Amendments

Any MPO Board voting member may propose amendments to these bylaws by placing such

proposed amendments in writing before the MPO Board at a MPO Board meeting. No vote shall be taken on the proposed amendments until the meeting that follows the meeting at which the written amendments were provided to the MPO Board. The public shall be provided access to inspect the proposed amendments. Approval of amendments shall require an affirmative vote of 2/3 of the voting membership of the MPO Board.

**Quadrennial Certification Review (November 2007)
Work Plan for Addressing Corrective Actions (CAs)**

REV 10-22-08

CA	Deadline	Staff Comments	Status
1	July 1, 2008	Clarification on why the HRPDC "ratifies" the actions of the MPO. This action has been discontinued. Response letter approved by MPO on 6/18/08.	Completed - Letter Sent 6/18/08
2	July 1, 2008	Clarification on CAOs and why they do not meet publicly. MPO has stated that the CAOs will not normally operate as an advisory committee. Should the MPO request advice from the CAOs, the group will meet publicly. Response letter approved by the MPO on 6/18/08.	Completed - Letter Sent 6/18/08
3	Before MPO approves next TIP.	Include a financial plan in the TIP. The FY 2009-2012 TIP includes a financial plan and was approved by the MPO on 6/18/08.	Completed - MPO Approval 6/18/08
4	January 1, 2009	Come into full compliance with federal regulations and FOIA with regard to open meeting and notification requirements for public meetings. MPO agreed that TTC will operate as a public body and established a new TAC to be composed of CAOs of localities and transit agencies, plus other stakeholders including VDOT, VDRPT, VPA, and FHWA. Response letter approved by MPO on 9/17/08.	Completed - Letter Sent 9/17/08
11	Prior to submittal of FY 2009 UPWP for federal approval.	Format changes to the task descriptions and budget table in the Unified Planning Work Program (UPWP). The MPO FY 2009 UPWP fully addressed this CA and was approved by the MPO on March 19, 2008. FHWA has expressed satisfaction with the new document.	Completed - Fed Approval 6/10/08
9	One year following MPO approval of Title VI Plan (See CA 8)	VDOT task - Conduct a comprehensive Title VI review of HRMPO.	VDOT Task
5	March 1, 2009	Reevaluate the effectiveness, openness, and fullness of the HRMPO's transportation planning and programming process. Staff will coordinate with VDOT and the transit operators to produce the requested Evaluation Report.	Work Underway
8	March 1, 2009	Develop a Title VI Plan for the HRMPO. Staff will work with VDOT and the transit operators to prepare a Title VI Plan for review and approval by MPO.	Work Underway
10	March 1, 2009	Establish procedural guidance for verifying the process and implementation of self-certification with respect to Title VI and ADA. Staff (MPO, VDOT, & Transit Operators) will develop guidance report based in part on the Title VI Plan (see CA 8) for review and approval by the MPO. This CA may be addressed in the Title VI Plan if FHWA agrees with that option.	Include in Title VI Plan?
7	March 1, 2009	Environmental Justice, Limited English Proficiency, outreach activities to low-income and/or minority communities. Staff anticipates useful recommendations from the Best Practices Study. Staff will work with VDOT District and Title VI staff, as well as the transit operators and provide a report for review and approval by the MPO.	Best Practices Study (Expected Completion 12/08)
6	March 1, 2009	Update the Participation Plan regarding engaging traditionally underserved population. In addition to addressing this CA, the Participation Plan will be revised and updated to account for all applicable CAs and PRs. Staff anticipates that this item will benefit from the Best Practices Study requested by the MPO to be performed by a consultant.	Best Practices Study (Expected Completion 12/08)

**Quadrennial Certification Review (November 2007)
Work Plan for Addressing Programmatic Recommendations (PRs)**

REV 10-22-08

PR	Staff Comments	Status
3	Provide clarification to public on relationship between CAO, TTC, HRPDC staff, and MPO. The relationship between the MPO and HRPDC staff is included in the FAQs on the HRMPO Website. The relationship between the TTC and the MPO is included in the Committees page on the HRMPO Website. The CAO group is not related to the MPO.	Done
4	With respect to Conformity, ensure that localities are aware that regionally significant projects may include projects conducted by localities, developers, or other federal and state agencies.	Done
5	Review Master Agreement per 23 CFR 450.314(b). This has been addressed in the draft Master Agreement.	Done
7	Improve coordination between HRPDC and VDOT staff on financial projection data for future long range plans.	Done
8	The MPO should reassess its membership and structure in light of emerging regional transportation issues such as freight.	On-going
9	Include an introduction to the TIP to help reader understand the TIP development process.	Done
11	Provide a citizen comment period during MPO meetings.	Done
12	MPO should provide a written description of its various advisory committees for public consumption. Descriptions of MPO advisory committees are included in the Committees page on the HRMPO Website.	Done
15	Produce a separate MPO Unified Planning Work Program (UPWP); add introductory page describing the UPWP to readers.	Done
16	Draw a clearer distinction between the MPO and PDC. The following progress has been made thus far: a) separate MPO & PDC agendas & meetings, b) separate MPO UPWP, c) MPO logo & letterhead. Other work underway includes: d) separate MPO website, e) separate MPO newsletter (first one in July 2008).	Done
6	Take a more comprehensive approach considering transit in development of next long range plan.	Transit Vision Plan for Hampton Roads (Expected Completion Early 2009)
13	Utilize some PL funds to contract with a firm specializing in public outreach to minority communities. This work is included in the Best Practices study.	Included in Best Practices Study
10	MPO should coordinate with HRTA as it develops its financial plan and project list. This may be a moot issue at this point.	NA
2	Establish MPO bylaws.	Underway (Completion expected 11/08)
1	Complete new Metropolitan Planning Agreement.	Underway
14	Develop an informational document on the MPO, required MPO documents, and public involvement in the planning process. The FY 2009 MPO UPWP includes a work element under Transportation Public Participation to produce a "Citizen's Guide" on the MPO, MPO core functions and documents, and public involvement in the planning process.	Underway

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #9: FOR YOUR INFORMATION

- A. The minutes of the November 5, 2008, Transportation Technical Committee meeting are attached.

Attachment A

- B. HRMPO Financial Report

Attachment B

- C. FTA approval of the FY 2009 MPO Unified Planning Work Program

Attachment C

- D. Letters from Secretary of Transportation Homer regarding the Southeastern Parkway and Greenbelt project

Attachment D

- E. AMPO Membership

HRMPO staff has joined the Association of Metropolitan Planning Organizations (AMPO). Ms. Camelia Ravanbakht, HRMPO Deputy Executive Director, attended the annual conference of AMPO in Seattle, Washington from October 28-31, 2008. A brief summary of the highlights of the conference is attached.

Attachment E

- F. Letter from Chairman Goodson to Secretary Homer regarding Gilmerton Bridge Funding

Attachment F

- G. Letter and resolution from the City of Chesapeake to Secretary of Transportation Homer regarding the closure of the Jordan Bridge

Attachment G

SUMMARY MINUTES

HAMPTON ROADS TRANSPORTATION TECHNICAL COMMITTEE

Meeting of November 5, 2008

Chairman Jeff Raliski called the Hampton Roads Transportation Technical Committee meeting to order at 9:35 A.M. in the HRPDC Board Room with the following in attendance:

MEMBERS:

Rob Brown (NO)	Tim Cross (YC)
Kristin Mazur (IW)	Jayne Whitney (HRT)
Eric Stringfield (VDOT)	Lynn Allsbrook (H)
Tom Slaughter (NN)	Robert Lewis (SU)
Richard Hartman (POR)	Mark Schnafer (VB)
Tony Gibson (VDOT)	Robert Gey (VB)
Gary Walton (CH)	John Yorks (H)
Jeff Raliski (NO)	George Brisbin (POR)
Daniel Rudge (VDRPT)	Al Riutort (NN)
Amanda Christon (NO)	Reed Nester (W)
Unwanna Dabney (FHWA)	Mark Shea (CH)
Joseph Carter (POQ)	Keith Cannady (H)
Michael King (NN)	Jeff Florin (VPA)
Earl Sorey (CH)	Sherry Early (SU)
Scott Mills (SU)	Phil Pullen (VB)
Mark Yehlen (POR)	Luke Vinciguerra (JC)

OTHERS:

Stephen Rowan (VDOT)	Ray Taylor (FHR)
Horace Welsh (VDOT)	Ray Hunt (VDOT)
Alex Tsybin (NN)	Ron Hodges (TRAFFIX)
Gene Cavasos (HRT)	Guoqing Zhou (ODU)
Adam Jack (VDOT)	Chuck Cayton (CIT)
Carl Jackson (NN)	Chris Voight (VDOT)
James Long (ODU)	LCDR Chad Brooks (NAVY)
Deborah King (STEWART TITLE)	Lynn Petrie (STEWART TITLE)
Jenny Jackson (NAVY)	

STAFF:

Keith Nichols	Camelia Ravanbakht
Mike Kimbrel	Jessica Banks
Dale Stith	Rob Case
Joe Paulus	Dwight Farmer
Sam Belfield	Laura Surface

Mr. Raliski announced that several people had registered to speak during the public comment period. He then called the following individuals to speak to the TTC. Mr. James W. Long, Director of Parking and Transportation at Old Dominion University, spoke in praise of the relationship between ODU and HRT/TRAFFIX regarding the efforts to reduce traffic on campus through the Bus Pass and NU RIDE programs

coordinated by TRAFFIX. Mr. Long concluded by stating that TRAFFIX is working with ODU to develop a full Transportation Demand Management program for ODU to include carpools, vanpools, the guaranteed ride home program and a marketing plan for the University. LCDR Chad Brooks, Assistant Public Works Officer at Naval Station Norfolk, commended HRT and TRAFFIX for their assistance in working with the Navy to address the traffic challenges faced on and near the Naval Station. He noted the aggressive training initiative to teach the sailors that these ridesharing and public transportation measures are critical to the Navy, both for parking on the base as well as the partnership with the community to reduce traffic. LCDR Brooks expressed his gratitude for the very successful relationship with HRT and TRAFFIX and the programs they have developed for the Navy, and stated his desire that this partnership continue into the future. Ms. Deborah King, 1805 Barkading Ct, Virginia Beach, stated that she worked with Stewart Title and Settlement in Chesapeake and expressed her appreciation for being chosen for the Telework program that allows her to work from her home. She stated that the program has benefited her financially and has allowed her to better serve her clients and expressed hope that the Telework program be allowed to continue. Ms. Lynn Petrie, 4917 Orleans Drive, Portsmouth, stated that she also worked for Stewart Title and participates in the Telework program. She stated that being part of this program has allowed her to completely avoid the traffic between home and work while at the same time increasing her productivity for her employer. Mr. Raliski asked if anyone else wished to speak and there were none.

Mr. Raliski read a Resolution of Appreciation for O. Marvin Sowers, Jr. in recognition of his impending retirement after more than 25 years of service to the communities of Hampton Roads through his participation on the Transportation Technical Committee. Mr. Riutort moved that the Resolution of Appreciation be approved. Mr. Brisbin seconded the motion and it was unanimously approved. Mr. Luke Vinciguerra accepted the plaque on behalf of Mr. Sowers, stating that Mr. Sowers was absent due to a death in the family, but passed along his sincere appreciation for the recognition accorded him. Mr. Raliski noted that Mr. Sowers may be the only person ever to have served on the Hampton Roads Transportation Technical Committee as well as both of its predecessors, the Southeastern Virginia and Peninsula Technical Committees.

1. SUMMARY MINUTES OF OCTOBER 1, 2008

Mr. Raliski noted the minutes of October 1, 2008 and asked for any corrections. There being none, Mr. Raliski declared the minutes approved as submitted.

2. FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT: VDOT

Mr. Stringfield presented a request to add project UPC #80478, Rail Relocation along the Route 164 Corridor in Portsmouth, to the FY 2009-2012 TIP. He stated that this project was previously in the FY 06-09 TIP and was inadvertently omitted from the current TIP. Mr. Sorey noted the benefit of this project to both the cities of Portsmouth and Chesapeake. Mr. Stringfield then moved to add the subject project to the FY 2009-2012 TIP. Mr. Brisbin seconded the motion and it was approved.

3. FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT: VDOT

Mr. Stringfield presented a request to add a new project, UPC # 90101, Debt Reimbursement for the Norfolk Light Rail Transit project, to the FY 2009-2012 TIP. He explained that this project could have been included in the TIP as a grouped project, but due to the magnitude of the \$40 million project cost, VDOT is requesting that it be added as an individual project. Mr. Stringfield then made his request in the form of a motion. Ms. Whitney seconded the motion and it was approved.

4. FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
REVISION: REQUEST TO TRANSFER CMAQ ALLOCATIONS-NEWPORT
NEWS

Mr. Riutort presented a request to transfer \$1.5 million in Congestion Mitigation and Air Quality (CMAQ) funds from the Newport News Shuttle Project, Phase 2, UPC #T4200, to a new project entitled Patrick Henry Mall Transfer Center. He stated that the Shuttle Project was discontinued in March, 2007, due to low ridership before Phase 2 of the project was implemented. Mr. Riutort explained that Patrick Henry Mall is a major transfer point for several bus routes between Hampton and Newport News as well as an express route to Williamsburg. He continued, stating that the demand for commuter parking at the mall has increased and the bus shelter serving as the bus transfer point is not ADA compliant and has posed great difficulty for both passengers and mall management for some time. Mr. Riutort added that HRT would like to construct a bus transfer center on a site at the rear of the mall to accommodate commuters and regular riders making bus to bus transfers. Mr. Riutort then moved that \$1.5 million in CMAQ funds associated with UPC #T4200 be reallocated to a new project to construct the Patrick Henry Mall Transfer Center and that administration of these funds be transferred to HRT. Mr. Sorey seconded the motion. Following a call for discussion and there being none, the motion was approved.

5. HAMPTON ROADS REGIONAL TRAVEL DELAY STUDY: DRAFT REPORT

Ms. Ravanbakht stated that the results of the study were presented during the October TTC meeting and the draft version of the study report, which was enclosed with the agenda, is ready for 30 day review. Mr. Gey then moved that the Hampton Roads Regional Travel Delay Study Draft Report be approved for 30 day review. Mr. Brisbin seconded the motion and it was approved.

6. 2030 LONG-RANGE TRANSPORTATION PLAN (LRP): STATUS REPORT

Mr. Case gave a report on the status of the 2030 Long-Range Transportation Plan in light of the Virginia Supreme Court ruling on the regional taxing authority taxing ability. He noted that following the ruling, which negated \$8 billion of regional authority funding in the 2030 LRP, FHWA advised that it would not withdraw the original determination of fiscal constraint on the TIP and 2030 LRP, but that any amendment to the 2030 LRP must reflect the current revenue structure. Mr. Case then reviewed the types of non-regionally significant

projects that can be built without amending the 2030 LRP. He also stated that there are 47 projects listed in the LRP which use no HRTA funding and were modeled for completion within the first two conformity analysis timeframes. Mr. Case stated that the 2030 LRP conformity expires on January 22, 2012 and reviewed the proposed schedule for completing the 2034 LRP within that timeframe. During discussion, Mr. Riutort expressed concern for the gap in time between the development of the forecasted land use data and when the modeling for traffic takes place. Mr. Brisbin echoed Mr. Riutort's concerns with regard to recent developments in Portsmouth. Mr. Case responded that the 2034 land use data was developed and approved based on the schedule developed to have the 2034 LRP in place prior to the expiration of the 2030 LRP conformity in 2012. Mr. Slaughter recalled that when the HRTA funds became available certain projects that already contained RSTP funding received HRTA funding and the RSTP funds were redistributed to other projects. A general discussion ensued regarding conformity issues associated with modifying the 2030 LRP. Mr. Riutort summarized the discussion, stating that the sense seems to be that the 2030 LRP should not be disturbed. Following further discussion, no action was taken.

7. TRANSIT VISION PLAN: PROGRESS REPORT

Mr. Case gave a presentation on the efforts by HNTB, the consultant hired by the HRMPO to develop A Transit Vision Plan for Hampton Roads. He reported that a public meeting was held recently using an open house format with display boards, a presentation and the opportunity for questions and answers. Mr. Case stated that a video link was utilized between HRT Headquarters in Hampton and the HRMPO office and that there were 65 attendees between the two sites. Mr. Case then reported on the consultant's work regarding Task 1, Review of Past Studies, and reviewed the criteria for development levels supportive of rail and fixed route bus prepared for Task 2, Develop Corridor/District Component. He presented the transit supportive portions of the region identified on the basis of residential and employment development levels and described the results of the consultant's analysis of the region for transit underserved areas based on the location of non-drivers and on development levels. Finally, Mr. Case presented a list of proposed candidate corridors for new or additional transit service as well as candidate areas for potential local bus enhancements. Mr. Case concluded by noting the remaining milestones and stating that the draft Transit Vision Plan is planned to be presented to the TTC and MPO in February, 2009. Following a general discussion, no action was taken.

8. TRAFFIX STATUS REPORT

Mr. Ron Hodges gave a detailed presentation on the current and historical perspective of the TRAFFIX program between 2006 when the current TRAFFIX management team came into place and 2008. He reviewed the increases in participation in the various TRAFFIX programs and described the latest developments in the continued growth of TRAFFIX and transportation demand management in Hampton Roads. Mr. Hodges played several testimonial videos and presented other responsorial and statistical information supporting the increased interest in and use of transportation demand management programs in

Hampton Roads. He stated that funding for TRAFFIX, which has historically been \$1.1 million per year, will end on September 30, 2009, and urged that the TRAFFIX program be taken back to the MPO for endorsement and funding so that the professional momentum and team that has worked to make TRAFFIX an award winning regional program can continue into the future. Following a brief discussion, no action was taken.

9. GILMERTON BRIDGE TRAFFIC MITIGATION

A. Mr. Ricardo Correa, VDOT Project Manager for the Gilmerton Bridge replacement, gave a detailed presentation on traffic management during construction of the Gilmerton Bridge. His presented information on the project overview, including schematics and drawings of the proposed bridge and the lift span. Mr. Correa discussed the Sequence of Construction (SOC) and Maintenance of Traffic (MOT) plans to be carried out during construction, including the detour plan for the Stage II 14 day period when the bridge will be closed to all traffic. Mr. Correa reviewed the existing traffic conditions and the diversion analysis for reduction from four lanes to two lanes performed by the HRMPO in May 2008. He noted that this analysis does not include the results of the second analysis performed by the MPO in September to show the effects of the Jordan Bridge closure. Mr. Correa then discussed current mitigation strategies, including detailed SOC/MOT Plans, a Public Information Plan, Transportation Operations Plan, Construction Incentives and Disincentives, and provision of wrecker service. Mr. Correa also stated that modifications to the bridge opening schedule are being proposed to the Coast Guard and include extending the current AM and PM No-Opening periods by one hour to allow for traffic clearing. During discussion, Mr. Sorey stated that discussions have already begun with the Coast Guard and they are suggesting that all bridge opening schedules in the region be evaluated in light of the increased traffic from the lane reduction during the Gilmerton bridge construction. No action was taken.

B. Mr. Raliski provided an update on the status of the request from Chesapeake for \$1.5 million of RSTP funds to close the funding gap on the Gilmerton Bridge replacement project as well as a VDOT plan to close the gap by transferring funds from other regionally significant projects in various localities. He stated that during the October MPO meeting, the City of Chesapeake requested that the Board continue this item at the November MPO meeting or as soon as updated information from VDOT becomes available. Mr. Sorey stated that he is not aware of any updated information on the status of funding for this project. Mr. Adam Jack added that VDOT is committed to this project and that if other funding is available, VDOT would welcome it. He reiterated that in the absence of MPO funding, VDOT is committed to identifying the funding stream required to fully fund the project at the time it is advertised in February, 2009, adding that the funds would come from other regionally significant projects. Further discussion ensued, after which, no action was taken.

10. FOR YOUR INFORMATION

- A. Ms. Ravanbakht reported on her recent attendance at the Association of Metropolitan Planning Organizations (AMPO) conference. She stated that two of the highlights of the conference were the USDOT proposal for the next Reauthorization and how many of the states are beginning to include climate change in their transportation planning processes. Ms. Ravanbakht concluded by noting that an article on AMPO and the conference is being prepared that will be shared with the TTC and the MPO Board. No action was taken.
- B. Mr. Case noted the work being done by Ms. Stith in transportation model development for Franklin as part of HRPDC's rural transportation planning efforts. No action was taken.

11. OLD/NEW BUSINESS

- A. Mr. Slaughter asked if the TTC would be involved in the discussion about the Hampton Roads Bridge Tunnel Expansion Feasibility Study. He noted the receipt of information from VDOT indicating that one of the next steps in finalizing the report by December, 2008 is to coordinate traffic analysis with the MPO. Mr. Case responded that when staff receives that report it will be happy to pass it along to the localities. Mr. Stringfield added that VDOT expects the draft report at any time and will certainly be sharing that information with the MPO staff. No action was taken.
- B. Mr. King thanked VDOT for their review of the Newport News Comprehensive Plan under the new Chapter 527 Program initiated by the legislature. He stated that Newport News was the first locality to submit their local plans for VDOT review and any concerns that existed were alleviated by the work performed by Mr. Stringfield and his staff. No action was taken.

There being no further business, the meeting adjourned at 11:27 a.m.

HRMPO TREASURER'S REPORT

Fiscal Year 2009

October 31, 2008

STATEMENT OF REVENUES AND EXPENDITURES

REVENUES	Annual Budget	Current	YTD
Sec 112 PL Revenue	1,896,751	338,779	338,779
VDRPT 5303 Revenue	190,290	61,766	61,766
State Revenue	260,880	50,068	50,068
HRPDC Match	260,880	50,068	50,068
Pass Through Revenue	318,818	62,370	62,370
HRT Match Revenue	29,852	4,570	4,570
WAT Match Revenue	10,000	2,359	2,359
Total Revenue	<u>2,967,471</u>	<u>569,980</u>	<u>569,980</u>
EXPENDITURES			
Personnel	1,604,373	120,987	457,226
Contractual	700	-	-
Special Contracts	35,000	-	-
Operations	217,375	6,618	32,986
Pass Through Expenditures	398,523	69,299	69,299
Indirect Costs	711,500	37,382	175,456
Total Expenses	<u>2,967,471</u>	<u>234,287</u>	<u>734,968</u>
Agency Balance	<u>0</u>	<u>335,694</u>	<u>(164,988)</u>



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

SEP 23 2008

Paul Fraim
Chair
Hampton Roads Metropolitan Planning Organization
723 Woodlake Drive
Chesapeake, Virginia 23320

Re: FY 2009 Unified Planning Work Program (UPWP) for the Virginia Beach, Virginia,
Urbanized Area

Dear Mr Fraim:

The FY 2009 Unified Planning Work Program (UPWP) for the Virginia Beach, Virginia,
urbanized area, as submitted by the Hampton Roads Planning District Commission has been
reviewed and is approved.

Please contact Tony Cho, of my staff, if you have any questions or need further assistance. He can
be reached at 215-656-7250 or via email at tony.cho@dot.gov

Sincerely,

Michele Destra
Director, Office of Planning and Program Development

Enclosure

cc: Dennis W. Heuer, P.E., Virginia Department of Transportation
Corey Hill, Virginia Department of Rail and Public Transportation
Michael Townes, Hampton Roads Transit
Mark Rickards, Williamsburg Area Transport
Roberto Fonseca-Martinez, Federal Highway Administration Virginia Division



COMMONWEALTH of VIRGINIA

Office of the Governor

P.O. Box 1475
Richmond, Virginia 23218

Pierce R. Homer
Secretary of Transportation

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

October 21, 2008

Mr. William E. Harrell
City Manager
Municipal Center, Building 1
2401 Courthouse Drive
Virginia Beach, Virginia 23456-9001

Dear Mr. Harrell:

Thank you for your letter regarding the Southeastern Parkway and Greenbelt. The Department appreciates your support of this important project.

In November 2006, VDOT submitted a final EIS to the Federal Highway Administration (FHWA) for the purpose of securing FHWA Headquarters' approval. For this project, FHWA Headquarters approval is a required step in the environmental process. In the nearly two years that have passed since that submittal we have benefited from the strong support of Roberto Fonseca-Martinez and his Virginia Division staff. Unfortunately neither FHWA's Division Office nor the Department has been able to secure the necessary approvals from FHWA Headquarters.

In an effort to resolve this impasse, FHWA, Environmental Protection Agency, the Corps of Engineers and VDOT met on February 8, 2008. At this meeting, the FHWA Headquarters' staff requested that the Department clarify several issues prior to approval of the final EIS. These issues included: analysis of the Equivalent Service Variation (EQSV), indirect impacts, and mitigation. Each of these areas was discussed in the draft of the final EIS, but the Department and FHWA's Division Office agreed to perform the additional analyses in an effort to advance the project. These analyses were completed within the schedule outlined in February and provided to FHWA in June of this year.

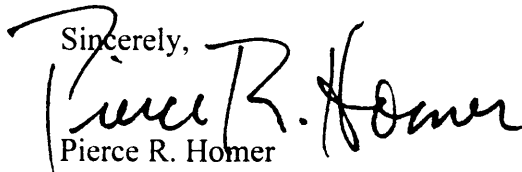
We still have not received FHWA Headquarters approval of the final EIS.

ATTACHMENT D

Mr. William E. Harrell
October 21, 2008
Page 2 of 2

One of the critical elements of these analyses was the additional information requested on the EQSV. The Department agrees with your interpretation of the results of the analysis. Your comments will become an important part of the record associated with the NEPA document and we will provide them to the Federal Highway Administration. The Corps of Engineers alleges that the new information related to the EQSV was not developed to the same level of detail as the preferred alternative in the EIS and therefore represents an “apples to oranges” comparison. It was not the Department’s intent to study the EQSV at the same level of detail as the preferred alternative, nor is this a requirement of NEPA. Because the EQSV does not meet the purpose and need it was not carried forward in the EIS and was not studied at the same level of detail as the preferred alternative.

The Department following the lead of the Hampton Roads Metropolitan Planning Organization and the Virginia General Assembly believes strongly that the Southeastern Parkway and Greenbelt serves an important transportation need in the Hampton Roads region and that the final EIS and Record of Decision should be published without further delay.

Sincerely,

Pierce R. Homer

Cc: David S. Ekern
Dwight Farmer
Richard L. Walton, Jr.
Mr. James K. Spore



COMMONWEALTH of VIRGINIA

Office of the Governor

P.O. Box 1475
Richmond, Virginia 23218

Pierce R. Homer
Secretary of Transportation

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

October 21, 2008

Mr. James K. Spore
Office of the City Manager
P.O. Box 15225
Chesapeake, Virginia 23328-5225

Dear Mr. Spore:

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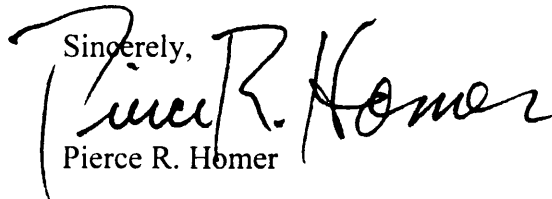
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Mr. James K. Spore
October 21, 2008
Page 2 of 2

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Sincerely,

Pierce R. Homer

Cc: David S. Ekern
Dwight Farmer
Richard L. Walton, Jr.

Association of Metropolitan Planning Organizations (AMPO)

2008 Annual Conference Highlights

About AMPO:

AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of metropolitan planning organizations (MPOs) nationwide. As a 501c4 non-profit organization, the non-profit designation allows AMPO to lobby for the policy positions that are crafted with AMPO members, in the interests of all MPOs. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services.

Link to AMPO website: <http://www.ampo.org/>

About the AMPO 2008 Annual Conference:

The AMPO Annual Conference is for MPO directors and staff, Policy Board Elected Officials, and those individuals or organizations (local, state, federal, consultants) that work with MPOs. The 2008 annual conference was held in Seattle, Washington from October 28 – October 31, 2008. There were 226 attendants representing MPOs around the country, federal and state government, institutions, and the private sector.

Conference Highlights:

- **2009 Federal Surface Transportation Authorization and the Bigger Picture of Transportation Policy**

The authorization of the nation's surface transportation programs in 2009 provides a prime opportunity to address emerging needs of the 21st century to ensure that the U.S. economy remains strong and competitive in a changing world. AMPO believes that the authorization should continue to hold a strong federal role in transportation, and that the federal role should be refocused on four key performance priorities that together ensure that the U.S. can compete effectively and thrive in the global economy. These four federal priorities include:

1. Improving international and interstate commerce;
2. Improving mobility and reducing congestion in the nation's metropolitan areas with a stronger and more significant role for the nation's metropolitan regions in delivering transportation programs;
3. Achieving energy independence by 2050; and,
4. Rebuilding America's transportation infrastructure.

- **Climate Change**

As this topic is gaining traction in Congress, many MPOs are wondering what the implications are for the planning process. AMPO sessions looked at many issues under this broad umbrella, which included: how climate change considerations can be integrated into the transportation planning regulations; necessary modeling research and improvements needed to incorporate climate change into the planning process; summary of what MPOs are currently doing; the impacts of climate change on infrastructure and adaptation (the costs); and the impacts of fuel costs and other policy and technical options to reduce greenhouse gases (GHG).

- **Selected Technical Programs:**

Addressing Environmental Considerations in the Transportation Plan

This session discussed specific environmental issues and the impacts within the transportation planning process to encourage better connections between the transportation decisions making process and other planning process. This includes land use, watershed, habitat and other resources. Also explored are the challenges, lessons, and outcomes of environmental consultation as part of the long range transportation planning process.

Assessments of MPO Effectiveness

This session explored the ways to assess and potentially improve the MPO planning and programming process. This included a study that assessed each MPO in New York to see where they excelled and where they fell short in realizing the vision of ISTEA.

Bike and Pedestrian Planning

This session looked at the ways to prioritize non-motorized methods of transportation, secure regional buy-in from elected officials and the public, and do it all in a financial responsible way.

Financial Efficiency and Sustainability

This workshop looked at the efficiency of transportation agencies to provide for the present needs of a community without compromising the ability of future generations to meet them. Also discussed were tools and ideas for MPOs to examine projects early on and assess whether the project is feasible or not.

Land Use – The Success and Pitfalls

This session discussed how to overcome the disconnect between local land use plans and key regional transportation investments.

MPOs and Transit

This session discussed the tools that MPOs can use to evaluate transit projects by forecasting the anticipated economic and land use impacts; how to work with local jurisdictions and break down the barriers to implementing Transit Oriented Development (TOD) projects; and ways to get transit agencies involved in the planning process.

Metropolitan Congestion

This session reviewed and synthesizes current knowledge on the effectiveness of the full range of the congestions management strategies. Strategies that have been found to be the most effective at reducing congestion, as well as most feasible, were identified.



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“...committed to enhancing MPOs' abilities to improve metropolitan transportation systems...”

HIGHLIGHTS AND WHAT'S NEW

***NEW!** [AMPO ANNUAL CONFERENCE -Presentations Will Be Posted Soon](#)

***NEW!** The next [Integrating Transportation and Land Use Planning](#) workshop will be hosted by the Capital Area MPO in Austin, TX on **November 17th & 18th**. We will be applying for CM Credits for this workshop. **Registration ends Monday, November 10th.**

***NEW!** [Joint letter on PL Rescission from AMPO, APA, NADO and NARC to Congress](#)

***NEW!** [FHWA response to AMPO letter on PL Rescission](#)

***NEW!** [AMPO letter to the Administration on PL Rescission related to the Energy Independence Security Act \(EISA\) of 2007](#)

- [Resource for EISA issue: FHWA TABLE OF RESCISSION OF UNOBLIGATED BALANCES OF CONTRACT AUTHORITY](#)

***NEW!** [AMPO members testify in Q&A session with the House Transportation and Infrastructure Committee's Subcommittee on Highways and Transit \(9/18/08\):](#)

- [Charlie Howard's Testimony, Puget Sound Regional Council and AMPO Policy Committee Chair](#)
- [Keith Selman's Testimony, Laredo MPO](#)

policy [\[view all policy items\]](#)

[Weekly Legislative Update](#)
(08/04/2008)

[The Impacts on MPOs -U.S. DOT Report](#)
(07/29/2008)

[Update: Transportation Appropriations](#)
(06/27/2008)

[House Committee Passes Saving Energy Through Public Transportation Act of 2008](#)
(05/15/2008)

[Ron Kirby's House T&I Testimony](#)
(04/09/2008)

November 19, 2008

The Honorable Pierce R. Homer
Secretary of Transportation
Office of the Governor
P.O. Box 1475
Richmond, VA 23218

RE: Gilmerton Bridge Replacement Project
THY: Gilmerton Bridge

Dear Secretary Homer:

As you already know, plans are currently included in the Hampton Roads Transportation Improvement Program to replace the Gilmerton Bridge. Construction is expected to begin in 2009. I understand that because of inflation in construction costs, the Gilmerton Bridge replacement project may now be facing a \$15.5 million shortfall.

During the October Hampton Roads MPO Board meeting, there was discussion concerning a request from the City of Chesapeake for \$15.5 million in RSTP funds to close the funding gap on the Gilmerton Bridge replacement project, as well as a VDOT strategy to close the shortfall by transferring funds from other regionally significant projects in various localities in Hampton Roads. At Chesapeake's request, the MPO Board voted to continue this item at the October MPO meeting. In addition, the Board requested that MPO staff and VDOT consider funding options that will have a minimum impact on other regional projects.

The current lack of transportation funding, coupled with our aging infrastructure, presents a monumental challenge for managing congestion and moving people and goods throughout Hampton Roads. I am writing, therefore, to urge you to examine other sources of funding to cover the shortfall for the Gilmerton Bridge replacement project without moving funds from already identified regionally significant projects.

I appreciate your assistance with this matter and thank you for your time and consideration. If you have any questions, please do not hesitate to contact me or Dwight Farmer (dfarmer@hrpdcva.gov) at 757.420.8300.

Sincerely,

Bruce C. Goodson
Chairman

CR/mkf

Attachment F

VIA E-MAIL

November 7, 2008

The Honorable Pierce R. Homer
Secretary of Transportation
Ninth Street Office Building
202 N. 9th Street, 5th Floor
Richmond, VA 23219

Dear Secretary Homer,

During its meeting of October 14, 2008, City Council adopted the attached resolution authorizing the decommissioning of the Jordan Bridge along Route 337/Poindexter Street, over the Southern Branch of the Elizabeth River between the Cities of Chesapeake and Portsmouth. Also attached is the presentation provided to City Council on October 14th during their work session which preceded the public hearing and consideration of the resolution.

The condition of the 80 year old bridge was deteriorating to a point where it could represent serious safety concerns. The bridge will be closed to vehicular and pedestrian traffic effective November 8, 2008 at 8:00 a.m. A detour route has been established and signage will be in place directing motorists accordingly.

The City of Chesapeake intends to preserve the corridor and is seeking funds for a bridge replacement. A traffic mitigation study team consisting of the Cities Chesapeake, Portsmouth and Norfolk, Norfolk Naval Shipyard, Portsmouth Naval Hospital, Hampton Roads Transit/TRAFFIX, URS Engineering participated on development of a mitigation study, funded by the City of Chesapeake. The Study recommended implementation of an express route bus service that will be initially funded by the Hampton Roads Metropolitan Planning Organization, which will be in place on Monday November 10, 2008. A formal commemoration of the bridge is scheduled in the spring and will include representatives of our intergovernmental partners and the community.

The decision to decommission the Jordan Bridge was supported by sound engineering principles and safety concerns but nevertheless, was not an easy one for anyone. We very much appreciate the assistance provided the City of Chesapeake by Dennis Heuer and Virginia Department of Transportation (VDOT) bridge engineers. We would very much appreciate your and VDOT's continued advice and assistance going forward to develop a plan for replacement of the bridge — clearly a challenging feat in these austere times. We just met last week with key federal staffers,

The Honorable Pierce R. Homer
November 7, 2008
Page 2

seeking federal funding for a replacement bridge as well as other major transportation priorities including Dominion Boulevard, the Deep Creek Bridge replacement and others.

As always, should you have any questions or comments, please feel free to contact me directly or my Assistant, Mary Ann Saunders. Again, thanks for your continued support and guidance.

Sincerely,



William E. Harrell
City Manager

WEH:MAS:sc

Attachments

- c: The Honorable Mayor and Members of City Council
- Ronald S. Hallman, City Attorney
- Alan S. Witt, Commonwealth Transportation Board
- Dana Dickens, Commonwealth Transportation Board
- Chesapeake Legislative and Congressional Delegations
- The Honorable James W. Holley, Mayor – City of Portsmouth
- The Honorable Paul D. Fraim, Mayor – City of Norfolk
- David Ekern, P.E., VDOT Commissioner
- Roberto-Fonseca Martinez, Federal Highway Administrator
- Colonel Dionysios Anninos, District Commander, ACOE
- Dwight Farmer, Executive Director, Hampton Roads Planning District Commission
- Waverly Gregory, Bridge Administrator, 5th District Coast Guard
- Captain Richard D. Berkey, Commander, Norfolk Naval Shipyard

RESOLUTION AUTHORIZING THE DECOMMISSIONING OF THE JORDAN BRIDGE PURSUANT TO VIRGINIA CODE SECTION 15.2-2001.

WHEREAS, the Jordan Bridge serves as the crossing of the Southern Branch of the Elizabeth River along Route 337/Poindexter Street, connecting the cities of Chesapeake and Portsmouth; and,

WHEREAS, at eighty-years old, the Jordan Bridge is the oldest operating lift-span bridge in the Commonwealth of Virginia; and,

WHEREAS, the recent annual bridge inspection revealed several critical items that threaten the continued safe operation of the bridge; and,

WHEREAS, given the overall deteriorating condition of the bridge, further rehabilitation is not prudent, and would not guarantee the continued safe operation of the bridge in the future.

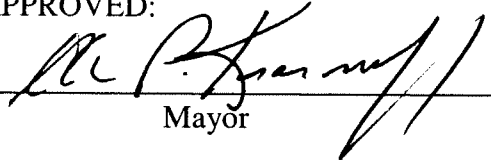
NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Chesapeake, Virginia, that in the interest of public safety, it hereby authorizes the decommissioning of the Jordan Bridge on or before November 8, 2008, pursuant to Virginia Code Section 15.2-2001; and,

BE IT FURTHER RESOLVED, by the Council of the City of Chesapeake, Virginia, that the Jordan Bridge corridor be preserved so as to not preclude the construction of a new Jordan Bridge should sufficient federal and state funds become available in the future.

BE IT FURTHER RESOLVED that this resolution be conveyed to the Federal Highway Administration, the United States Coast Guard, the Commonwealth Transportation Board, the Virginia Department of Transportation, the Hampton Roads Metropolitan Planning Organization, and the City of Portsmouth, Virginia.

ADOPTED by the Council of the City of Chesapeake, Virginia, this 14 day of October, 2008.

APPROVED:



Mayor

ATTEST:



Clerk of the Council

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #10: OLD/NEW BUSINESS