

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #1: MINUTES

Minutes of the January 21, 2009 meeting are attached.

Attachment

RECOMMENDED ACTION:

Approve the minutes.

Hampton Roads Metropolitan Planning Organization

Meeting Minutes of January 21, 2009

The Hampton Roads MPO Meeting was called to order at 9:40 a.m. at the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

MPO Voting Members:

Bruce C. Goodson, Chairman (JC)	Joe S. Frank (NN)
James O. McReynolds, Treasurer (YK)	Gordon C. Helsel, Jr. (PQ)
Stan D. Clark, Vice Chairman (IW)	Douglas L. Smith (PO)
Alan P. Krasnoff (CH)	Selena Cuffee-Glenn (SU)
Brenda G. Garton (GL)	William D. Sessoms (VB)
Randall L. Gilliland (HA)	Dennis W. Heuer (VDOT)
Michael S. Townes (HRT)	Dwight L. Farmer (HRMPO)
Paul D. Fraim (NO)	

MPO Voting Alternates:

Jackson C. Tuttle II (WM)	Richard Drumwright (WATA)
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MPO Nonvoting Members:

Jerry A. Bridges (VPA)*	Unwanna Dabney (FHWA)
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*Late arrival or early departure

Others Recorded Attending:

Earl Sorey (CH); Gregory Woodard (GL); Molly Ward, Keith Cannady (HA); Beverly Walkup (IW); Sandy Wanner (JC); Jeff Raliski (NO); Dave Callis (PQ); George Brisbin, Ken Chandler (PO); Eric Nielsen, Marty Moynihan (VB); Jim Oliver - HRCCE; James Openshaw - E.V. Williams, Inc.; David White - Virginia Maritime Association; Philip Shucet - Philip A. Shucet Company; Scott Love, Beth Arnold - Parsons Brinckerhoff; Karen McPherson - Kimley-Horn; Jeff Florin - VPA; Dana Dickens - HRP; Eric Stringfield - VDOT; Parker Mills, Terri Boothe, Chuck Cayton, Tom Prevette, John Gergely - Citizens; Chris Voigt - VDOT; Asad Khattak - ODU; Mike Robinson, John Sokolowski - ODU/VMASC; Roger Whiteway - Whitney, Bradley & Brown, Inc.; Richard Lockwood - VHB; Peter Huber - Willcox & Savage; Henry Ryto - HRT User Citizen Advisory Committee; Brian Smith - HRT Government Relations; Lewis Grimm - PBS&J; Ray Taylor, Vince Thomas - FHR; Ellis James - Sierra Club Observer; Debbie Messina - Virginia-Pilot; Germaine Fleet - Biggs & Fleet; Staff: Jessica Banks, Sam Belfield, John Carlock, Rick Case, Robert Case, Nancy Collins, Richard Flannery, Marla Frye, Kathlene Grauberger, Greg Grootendorst, Frances Hughey, Jim Hummer, Rob Jacobs, Brett Kerns, Mike Kimbrel, Keith Nichols, Joe Paulus, Kelli Peterson, Andy Pickard, Camelia Ravanbakht, Laura Surface, Joe Turner and Chris Vaigneur.

Public Comment Period

One person requested to address the MPO members. Chairman Goodson introduced Henry Ryto and asked him to speak from the podium and keep his comments to three minutes.

Henry Ryto

"My name is Henry Ryto. I am a regular mass transit rider. I rode the bus here this morning and will be leaving on such. And next month you are supposed to unveil the regional mass transit plan. With that due up I wanted to make some comments this morning from a bus rider's perspective about what I would be looking for in such a plan.

"First of all, what your planners – I know part of the big thing you are already working on are particularly strategic corridors. If it is the kind of service you want to look at using mass transit for, part if not all of your transportation but looking for housing, you can look at such corridors. Mass transit isn't going to be everywhere in Hampton Roads any time soon, not even in our children's lifetime. The line use decisions which have been made over the past few decades make many cases where we have many neighborhoods which simply aren't mass transit accessible. The point is, when looking for housing, is it within one of those corridors and if it is in one of those corridors and you want to use mass transit, that makes a huge plus. Second, I would put night and Sunday services as priority over more frequent services during the day. If you – we will have to phase in anything we do and if we come in with – getting people mobility more hours a day, up to 18 hours a day is going to be more important than riding every half hour on some of these hourly routes. In fact, when I leave here this morning I will be waiting on an hourly bus.

"Finally, one more point is the fact the system needs to be both multimodal with connectivity. We have got the problem right now in downtown Norfolk where we have the Cedar Grove Transfer Center which is totally on the opposite side of downtown where the Light Rail is being built which is a problem which will have to be corrected there. Also on the Southside we have no mass transit to the airport at this time and many of those holes in the system which need to be corrected, and hopefully this panel will show how to plug them.

"Finally, just throw in a good dose of common sense because we know there will be the critics out there as soon as this plan hits the public view, they are going to be looking at any and every target in there that they can go after. Sit down, have staff sit down during the coming months before it is unveiled and just go over it and see any possible angle where it can be attacked and if it can be corrected while still making sense and getting done what needs to be done, do so. Thank you.

Consent Agenda

The Consent Agenda consisted of the following items:

- Summary Minutes of December 17, 2008
- FY 2009-12 Transportation Improvement Program Amendment: VDOT (Final Approval)

- FY 2009-12 Transportation Improvement Program Amendment: HRT & Newport News (Final Approval)
- North Main Street Corridor Study: Final Report

Mr. Townes Moved to approve the Consent Agenda; seconded by Mr. Heuer. The Motion Carried.

FY 2009-12 Transportation Improvement Program Amendment: VDOT (Initial Approval)

Mr. Farmer stated VDOT has requested an amendment to the FY 2009-2012 Transportation Improvement Program to add an I-64 Revenue Study in the Richmond to Hampton Roads Corridor and to amend the Route 460 Corridor Improvement Project that is moving forward as a Public-Private Transportation Act project to provide funds needed for the procurement phase of the project. The Transportation Technical Committee has recommended approval for public review.

Mayor Fraim Moved to approve the amendment for public review and comment; seconded by Ms. Garton. The Motion Carried.

FY 2009-12 Transportation Improvement Program: Request for Reallocation of CMAQ Funding - Portsmouth

Mr. Farmer explained this item is a request from Portsmouth for the Airline Boulevard Coordinated Signal Upgrade from Victory Boulevard to Greenwood Drive to allocate \$1.5 million of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds that were available in earlier years to advance that project at no additional net cost to the CMAQ program.

Mr. Smith Moved to approve the amendment; seconded by Mr. Heuer. The Motion Carried.

MPO Best Practices Study: Final Report

Chairman Goodson introduced Mr. Lewis Grimm, Project Manager from PBS&J, to provide an overview of the final report that will be discussed at the March MPO meeting.

Mr. Grimm explained all MPOs in the country must adhere to the same federal laws and regulatory guidelines but since each MPO represents a different geographical and demographic area, they each have developed a slightly different approach to satisfy the federal regulations.

The focus of the Best Practices Study was to identify the best practices used by other MPOs in the nation that could potentially improve the Hampton Roads MPO process. An extensive outreach process was performed of peer MPOs with two basic areas being reviewed: organization and administrative issues.

Mr. Grimm reviewed recommendations for six areas to include the MPO mission, MPO membership and voting, MPO bylaws, MPO related committees, public involvement and other MPO practices. With four major components, an MPO mission statement

contains the mission statement itself, a vision statement, goals, and objectives. A mission statement focuses on the MPO's present state and reflects the views of internal and external participants. The vision statement describes the future state of the organization primarily from the internal MPO staff's perspective, the goals describe how to reach the vision, and the objectives list specific strategies to achieve the formally adopted goals.

He stated the consultant team clearly recommended a mission statement be created for the organization and it be done with separate input from the MPO Board and the Transportation Technical Committee (TTC) as well as separate inputs from the recommended Citizen Transportation Advisory Committee (CTAC) and Freight Advisory Committee (FAC). The elements of the mission statement should then be prioritized with the public and members of the various advisory committees to initiate discussion about what the MPO's goals will be.

Recommendations for membership were provided which included one voting member per local governmental agency, one voting member from VDOT, DRPT, and each of the regional transit providers. The Federal Transit Authority (FTA), Federal Highway Administration (FHWA), state-level public officials and chairpersons of standing advisory committees would be represented as nonvoting members.

With regards to the TTC, the consultant recommended allowing multiple voting seats for any one government agency and VDOT based on population, agency complexity and to consider representation from different elements of the agency; i.e., planning, public works, modes of travel or public administration functions.

With regard to weighted voting, there are procedures that can be used to institute policy to have both weighted and non-weighted voting procedures established. Each voting member of the MPO shall have only one vote, but the value of that vote may vary. During quarterly meetings of the full MPO Board, all voting members would be eligible to vote on every issue. At meetings of the MPO Executive Committee, one representative of each agency shall be allowed to vote on behalf of their representative agency. At both quarterly and regular meetings of the full MPO Board and Executive Committee the adoption of any action requires a simple majority of the voting members present and a majority of the voting members representing no less than two-thirds of the total population of the MPO region. This type of voting fosters a sense of regional consensus.

Mr. Grimm continued to the MPO Bylaws and reviewed that the version of November 10, 2008, was edited as necessary to reflect recent changes and amendments but would not go into details as a matter of time.

When considering MPO related committees, the differentiation between formal standing advisory committees and working groups must be determined since a formal standing advisory committee is long term and working groups are for temporary issues.

The purpose of the Citizen Transportation Advisory Committee (CTAC) is to convene a group of people who represent a cross section of geography, race/ethnicity, income, age and mobility orientations of the MPO region to provide direct input to the actions of the MPO Board and the TTC. The consultant recommendation for the composition of

the CTAC was that individual member governments each select one representative totaling 50 percent of the membership of the CTAC. The remaining representatives would initially be selected by HRMPO staff and ratified by the MPO Board with subsequent membership seats nominated by the CTAC itself and reviewed and approved by the MPO Board. Membership terms should not exceed three years and no more than two consecutive terms should be served. Officers of the CTAC should be nominated and appointed by the CTAC membership without further approval required by the MPO Board.

The purpose of the Freight Advisory Committee (FAC) is to regularly convene professionals in the area of rail, truck, aviation, and port freight transportation to provide input and recommendations to the MPO Board and the TTC. The membership appointments should be made by the TTC and validated by the MPO Board and include representatives from VDOT, DRPT, Virginia Port Authority (VPA), other maritime facility owners/operators, Class I railroads and the Department of Defense. Officers of the FAC should be nominated and appointed by the FAC membership without further approval required by the MPO Board.

Mr. Grimm stated the staffing required for each committee is at least one-half of a full-time position to administer support for each standing advisory committee. MPO staff would provide data, analyses, reporting and other information to the committee as well as report back to the MPO Board and TTC on the recommendations and past actions of the standing advisory committee.

It was recommended at least twice each year, the MPO Board provide an agenda item for the chairperson of each standing committee to present information on activities, opinions on MPO actions and issues from their perspective. It is also important to post actions of the standing advisory committees prominently on the MPO website. Regular meetings of the two standing advisory committees should occur at least once every two months, on alternating months to help the staffing activity, at the discretion of the membership of the standing advisory committee.

Mr. Grimm reviewed the characteristics of a successful public participation process which include a true commitment to involve all communities in the region; the use of well-qualified staff with backgrounds different from the typical MPO staff to include social work, community outreach and other nontechnical perspectives; and building a process both from the top down and from the bottom up.

He reviewed three best practice public involvement strategies, the "and Justice for All," a project developed by the Delaware Valley Regional Planning Commission in Pennsylvania; the Community Characteristics Program developed by Miami-Dade MPO and the project selection and prioritization tool developed by Volusia County MPO in Florida called "Strings and Ribbons." He stated that success in public involvement requires a strong commitment from the MPO and will require a high level of continuing administrative and management support for a period of several years.

Mr. Grimm stated the next step is to begin cataloging all public involvement data information currently available at each of the cities and counties in the region to determine what information has been collected and in what format. This information would be used to create and implement an "*and Justice for All*" type process.

The Public Information Manager (PIM) position should be advertised using the expanded description of duties and qualifications suggested by the consultant and should be advertised on a national basis through a wide variety of professional organizations.

The selection committee should be a more diverse group of people rather than just MPO staff (e.g., FHWA, FTA, VDOT, DRPT, consultant team, peer MPOs outside of Virginia, MPO staff) and the five best qualified candidates should be interviewed in person. The recommendation of the selection committee should be accepted without change by the MPO Executive Director and the MPO Board.

Mr. Grimm suggested that the MPO engage in a series of peer-to-peer exchanges with other similar size MPOs in the eastern United States and should also join and actively participate in the Association of Metropolitan Planning Organizations (AMPO) as well as support and encourage the creation of a Virginia Association of MPOs. The Public Involvement Manager should also participate in the annual meetings of AMPO and the Transportation Research Board (TRB).

The PIM should reevaluate and expand upon the current public participation plan at the earliest possible date and use it to prepare the Participation Evaluation Report which addresses the requirements of Title VI.

He added that once the PIM is hired and in place, the MPO might consider hiring a Public Involvement Officer (PIO) as an assistant to the PIM.

The MPO might also consider retaining the services of a local university to host the MPO internal website and supplement the MPO's public involvement efforts.

He then suggested the process of engaging the public in the "Strings and Ribbons" project prioritization and selection games once discrete communities have been delineated and local informal and formal community leaders have been identified and use that process as the primary public involvement tool for the Constrained Long Range Transportation Plan update.

This listing of public involvement recommendations is not complete because the specific list of actions to be pursued will not be known until such time as a much better understanding exists in the region of who the "public" is that need to be more involved with the metropolitan planning process. Only at such time as the location, characteristics, and needs of the public are known and documented can formal recommendations for each of the following topics be defined:

- Effective public access
- Effective public communications activities/strategies
- Effective strategies for engaging the public
- Effective public involvement/public awareness activities
- Effective visualization techniques

- Effective outreach to low-income and/or minority communities
- Best practices regarding: Title VI of the Civil Rights Act (including related Acts and Executive Orders), Limited English Proficiency, and Environmental Justice

Other MPO recommendations include the implementation of performance monitoring. Prepare a set of performance indicators to report on annually to the MPO Board, other agencies, and the general public.

Mr. Grimm reviewed the MPO core functions:

- Establish a setting where fair and impartial debate and discussion can take place
- Evaluate transportation alternatives in an unbiased and objective fashion
- Develop and maintain a multimodal CLRP
- Develop a financially constrained TIP
- Involve the public, the residents and key affected subgroups, in the regional planning process

He concluded and offered to answer questions.

Mr. Gilliland commented that although he did not like every recommendation in the report, he was pleased with the quality of the report and Moved to accept the report for distribution; seconded by Mr. Heuer. The Motion Carried.

Mr. Smith asked what happens now since there is a lot of substance in the report and quite a few recommendations.

Mr. Farmer suggested that everyone take some time to review and digest the recommendations. He stated that the MPO Retreat package should have been received by the members and he believed there would be enough time on that day to cover the recommendations and be able to have actionable items for the March 18, 2009 meeting. All the items may not get covered, but FHWA has seen the progress made by the MPO and has given an extension to September 1st which is a significant acknowledgment of that progress.

Mayor Frank suggested if there is problem with consensus on an issue, then the MPO Committee should convene for deliberation before the March 18th meeting.

Mr. Gilliland suggested that the continuing role of the MPO Committee should also be discussed at the MPO Retreat.

Mayor Fraim commented it was his understanding the MPO Board would attempt to reach consensus at the Retreat so it would not have to go back to the MPO Committee.

It was agreed that with good participation at the Retreat, the decisions could be worked through.

Transportation Legislation Review

It was agreed that since the legislative liaisons were calling from the General Assembly in Richmond, Item 9 would be heard before Item 8.

Mr. Bob Matthias, Assistant to the City Manager of Virginia Beach, introduced himself and the other liaisons and reviewed the list of proposed transportation bills as outlined in the handout at each member's seat.

Mayor Fraim asked Mr. Matthias if the issue about repealing the tax on commercial properties also applies to Northern Virginia since some of those communities already levied that tax or is it just for Hampton Roads.

Mr. Matthias replied that HB1579 repeals Northern Virginia, and he did not believe Delegate Oder's bill or the others applied to Hampton Roads.

Mr. Gilliland commented this discussion highlights the challenges between the local region and the state. It would be ideal, if, at some point the legislators felt compelled to talk to the MPO for discussion of regional transportation issues before going to the General Assembly without consultation. He asked what the Board should do regarding support or nonsupport of particular pieces of legislation as the MPO tries to move forward on the 2030 and 2034 plans.

Mayor Frank replied one problem is that the Board only meets once a month and the General Assembly goes on every day with amendments taking place, etc. He suggested trying to find a philosophy or guideline to follow and charge MPO staff with evaluating specific pieces of legislation to comment on with the liaisons on a day-to-day basis. He stated in terms of utilizing the legislative liaisons, he did not feel it would be effective to try to go down the list and decide which bills to support without some guidelines and parameters.

Mayor Fraim asked about the earlier discussion regarding hiring a legislative liaison for the MPO who would deal with the General Assembly members.

Mr. Smith reminded him it was so late in the process, the Board opted to use the local jurisdiction legislative liaisons.

Mayor Fraim suggested discussing that at the Retreat.

Mayor Frank agreed it was decided since it was so late in the process to utilize the legislative liaisons and the MPO staff rather than trying to recruit someone. He added he believed the members should take whatever time is necessary to review the bills to determine the MPO's position.

Mr. Townes suggested discussing the process of potentially adopting legislative principles on an annual basis to provide guidance to the legislative representative for the MPO.

Chairman Goodson replied that no matter who is hired, they would not know which bills to advocate and which to oppose without guidance from the MPO.

Mr. Townes stated the MPO would not be able to provide guidance from a regular meeting, but a steering committee might be able to give some guidance. He suggested the MPO provide them with principles and let them act accordingly on those principles.

Mr. Gilliland believed ultimately the MPO should have its own individual legislative liaison which can be accomplished by the next General Assembly session. Some principles or guidelines should be set up and possibly adopt an MPO legislative agenda for each General Assembly session. That process can be figured out by the next session.

He added that as a collective task, the MPO could try to bring the legislators in and develop relationships as well as move towards creating the Virginia Association of MPOs so there is a statewide organization for MPO communication so all MPOs have a common message on agreed items.

Mayor Frank agreed it was a good suggestion although it would require money. He added that inviting the legislators to participate on a regular basis leading up to the legislative session would create a good working relationship with input and feedback.

Mr. Farmer suggested the Board consider discussing this at the Retreat since having a good working relationship with the General Assembly members would be important in effecting the MPO's desire in the session.

Mr. Gilliland stated Delegate Oder asked him to specifically raise House Bill 2079, which is the PPTA for the Hampton Roads Bridge-Tunnel (HRBT). The Senator wondered if the MPO supported the bill in concept to continue to move it forward and it could be amended as needed. He asked if conceptually the MPO is interested in having private enterprise take off from where the state left off with the six alternatives prepared in the study that might better inform the discussions over the next number of months when amending the Long Range Transportation Plan.

Mr. Gilliland Moved that in principle the MPO Board support House Bill 2079 and continue to work with Delegate Oder and the legislature to amend it if it needs amended for passage.

Mayor Fraim commented that in his time on the MPO Board, they have never voted on something that was not available in writing and on the agenda.

Mayor Frank agreed with Mayor Fraim since he has never read it, he believed this was premature until there is more preliminary work done.

Mayor Fraim noted that VDOT just completed a six-month, \$500,000 study of improvements that might be done to the HRBT. Of the three solutions that had the least environmental impact on Willoughby in the City of Norfolk, they recommended against all three of those moving forward. To move forward according to VDOT and the studies, four lanes must go through Willoughby which would take 128 homes and would impact 900 homes by the increased sound and pollution in that one neighborhood. He stated the Third Crossing takes about 38 homes in a 30-mile stretch. He added he did not feel he could go forward with a vote on a bill that he had not read and did not have staff recommendation.

Discussion continued regarding the risks of supporting a bill without knowing the consequences of the language, at which time the motion died for lack of a second.

Mr. Gilliland asked the legislative liaisons how the February 11th Retreat fits with the legislative calendar. He asked if consensus could be reached with more discussion among the MPO Board and Delegate Oder, would February 11th be too late for him to amend his legislation.

Mr. Matthias responded assuming it is still alive in the House. He added that it can certainly be amended when it gets to the Senate, but it may not be alive by then.

Mr. Gilliland stated he hears the sentiment from the group to send the message they want the legislature to pay some attention to the HRBT which is very positive.

Mr. Clark stated he has a problem with that since this is a regional organization that has committed to a regional approach to transportation. The region's goals and many years of work will be diverted from if a message is sent to single out one project or encourages a piecemeal approach to a regional transportation plan.

Discussion continued regarding the issue and Mr. Heuer noted that if unsolicited proposals are received, VDOT does evaluate them. If they are viable proposals, VDOT would inform the Board that it should be included in the TIP, STIP and the Constrained Long Range Plan. Ultimately, an agreement would be consummated.

Mr. Gilliland commented it is important to go from a dysfunctional environment to a functional one within the next 12 months.

Mr. Clark agreed with the description of the General Assembly being dysfunctional but also stated that the MPO must be careful in its message to the General Assembly so it does not become misconstrued.

Quadrennial Certification Review: Addressing Corrective Action 5 – Evaluation Report

Mr. Farmer stated in response to the Certification Review Corrective Action 5, a letter was drafted for Chairman Goodson's signature regarding action taken by the MPO Board to correct deficiencies. He asked the members to approve the transmittal of the letter and Evaluation Report to the Federal Team.

Mayor Frank suggested the letter should mention the MPO is in the process of hiring a Public Communications and Community Outreach Manager.

Mayor Frank Moved to approve the Evaluation Report for transmittal to the Federal Team with the letter revised as discussed; seconded by Mr. Gilliland. The Motion Carried.

Hampton Roads Transportation Alternatives Project: VMASC

Mr. Farmer introduced Mr. Mike Robinson of VMASC to review this presentation and explained that although this information looks similar to the VDOT HRBT study, this work was done independently, though cooperatively with staff, with what the MPO and

VDOT have done. He added that since VMASC does simulation work, they are a great resource for adding clarity to some of the work undertaken by MPO staff.

Mr. Robinson stated at the request of Delegate Chris Jones and Delegates of the Hampton Roads General Assembly Caucus, this project was chosen to review the impact of the six proposed alternatives on traffic in Hampton Roads and specifically look at the impact on congestion and ability to clear congestion. In addition to those six proposed alternatives, they also asked for the impact of expansions to the HRBT. This brief is related to the changes to the HRBT.

Mr. Robinson displayed the list of the six proposed alternatives as well as a graphic location of them. He clarified that any time in the study when phase 2 is addressed, it is assumed that phase 1 and phase 2 have been completed, not just phase 2 alone.

He reviewed that key sections of the study included a macroscopic transportation model (regional traffic demand model). This included freight modeling which adds the impact of cargo transfer and large trucks to the traffic demand model, congestion analysis using mesoscopic transportation simulation which provided the ability to evaluate selected sections of the network assessed for the ability to clear congestion, and accidents and incidents.

Mr. Robinson acknowledged appreciation for assistance provided for the study by VDOT, the Hampton Roads Traffic Operations Center and the HRMPO.

He reviewed that vehicle volume in the analysis meant the number of vehicles assigned to the analyzed road section. Level of service indicator (Volume/Capacity) means the road segment volume is the maximum demand (number of vehicles) using the segment. Capacity is the maximum that can be handled before additional traffic is diverted to other routes. If V/C is equal to 1, a road is operating at its maximum capability. If V/C is great than 1, congestion will occur due to the high volume. Speed decay looks at the point where vehicles must slow down due to the amount of congestion which occurs before $V/C=1$.

Mr. Robinson explained that macroscopic modeling is the "big picture" approach. These simulations cannot model individual vehicles, and it models all vehicles as passenger cars.

The study assessed over five million trips per day and over 1,000 origin and destination zones, analyzed 16 total scenarios, all alternatives were assumed to be assigned tolls with rates as indicated in the VDOT provided model. The Cube Voyager model was used for this since it has been designated as the standard by VDOT.

Sixteen scenarios were reviewed with four main sections:

- No-build scenario
- All-build scenario includes completion of the six alternatives proposed by the MPO but does not include changes to the HRBT
- Individual alternatives analyses
- HRBT analyses

Mr. Robinson displayed a chart providing peak hour V/C information at the HRBT in 2030 where peak hour V/C is 10 percent, which means that it is assumed that 10 percent of the daily traffic occurs in the busiest hour of the day. When looking at all the scenarios depicted, only four of them provide V/C values near or less than one. So in 2030, of all the different proposed alternatives, only four of them will provide smooth flowing traffic during the peak hours. These scenarios involved expanding the HRBT to either six or eight lanes. Other scenarios included the Third Crossing Phase 1 with HRBT expansion to six lanes and the Third Crossing Phase 2 with the HRBT expansion to six lanes. The most practical and effective scenario was the Third Crossing and the six-lane HRBT combination. The four-lane HRBT expansion was not viewed as a practical solution because of the impact on the community. Simply expanding the HRBT by two lanes provided significant improvement.

He stated the mesoscopic simulation was performed assuming rush-hour conditions with three incident scenarios: shoulder blocked, one lane blocked and two lanes blocked. All incidents were assumed to have a 15-minute duration for simplicity of comparison. He added that one of the complications for transportation analysis in Hampton Roads is the predominance of military and shipyard traffic with their day beginning earlier than most commercial traffic. Hampton Roads has distinct patterns that many areas do not deal with and this must be taken into consideration when deciding which alternative would be best long term. He displayed a chart showing the congestion analysis results at different areas with the occurrence of the three incident scenarios. Two videos were shown of the simulations during an accident scenario of the Third Crossing built alone and of the HRBT with six lanes.

The conclusions show that taking no action should not be an option. The HRBT traffic demand will be nearly 1½ times capacity during peak travel hours. Of the six proposed alternatives, only the Third Crossing appreciably improves conditions at the HRBT. Only expanding the HRBT can relieve both recurrent and incident-induced congestion at the HRBT. Expanding the HRBT to six lanes or more with the imposition of tolls will relieve some, but not all, of the recurrent congestion. Combining an expanded HRBT and the Third Crossing Phase 2 provides significant improvement.

Mr. Robinson offered to answer questions.

Mr. Gilliland asked if the work was going to be extended.

Mr. Robinson replied the work was not funded by the General Assembly, but by ODU itself. There was funding in the budget, but when the Hampton Roads Transportation Authority was disallowed, that funding was removed. ODU continued to perform and fund the study itself. He added there has been a resolution proposed to extend the study but it only funds the subcommittee's ability to continue oversight but does not fund any of the research or simulation work.

Mayor Frank asked that it be referred to the TTC for review and for a report back to the MPO of their evaluation.

Economic Stimulus Package for Transportation

Mr. Farmer stated the region must provide a list of projects that are "shovel" ready. He added he could not imagine how the rest of the United States could provide hundreds of billions of dollars worth of projects that are shovel ready and wondered how they could have spent the money necessary to do the planning, engineering work, design, right-of-way acquisition, NEPA process, public participation process and have the projects ready to go to contract. Since some urban projects take 50 percent of the project cost to get to the shovel-ready level, he would be skeptical that all the projects will really meet the criteria.

He stated Mr. Gilliland asked him to poll other Virginia metro areas to see what they are doing. Staff has contacted a number of localities and found that most of them have not produced a list of shovel-ready projects yet.

Mr. Townes stated it is his understanding in the transit sector that immediately after the passage of the bill, there will be an apportionment in the Federal Register and HRT will receive a check for its apportioned amount within seven days. The challenge is then to obligate 50 percent of those funds within 120 days of receiving the check. If 50 percent of the funds cannot be obligated in 120 days, then the unobligated balance must be sent back to the federal government, then there will be an earmark project call.

Mr. Farmer agreed he had heard the same information.

Mr. Townes commented the challenge is to have projects that can be obligated within 120 days of the published apportionment of which this region will receive its share of CMAQ and STIP funds. He added it was his understanding that the nationwide figure of \$5.4 billion is going to come through that program. HRT will be at the TTC meeting with projects they believe can be obligated in 120 days and he suggested the rest of the region do the same.

Chairman Goodson asked how a road project could get in the package without waivers for the NEPA process.

Mr. Townes stated there will be an expedited project review process. However, if the project has not already been started, it will not be ready within 120 days. He advised that jurisdictions select projects that will have the greatest impact since another aspect of the package is it must be certified to the Federal Government that jobs will be either created or maintained.

Mr. Farmer stated it is his understanding that obligating for design of highway projects would not meet the criteria, but he believed the rules might change. He added that initial guidance was that there would not be earmarks, but he has heard there will probably be significant earmarks. He asked what the reaction would be if a project is earmarked through the political process and the project is not shovel ready.

Mr. Townes replied it was his understanding that the checks would be distributed but other communities will be challenged to meet the 120-day deadline so the federal government will take back large portions of the money. That will be the fund from

which the earmark funding comes so if a project has advanced to a point of obligation within 150 days, it may win in an earmarking process.

Mr. Farmer suggested the jurisdictions may want to consider first endorsing a process of restoring cuts to construction and follow by supporting funding shortfalls on projects already in the TIP/STIP but still have a funding shortfall. He believed VDOT leadership and possibly the Governor's office will endorse considerable money being spent on rehabilitation and replacement of structures which could help tunnels and bridges that are deteriorating rapidly.

Mr. Farmer stated once the legislation is signed, the MPO will immediately assess it and notify the Board if a special meeting of the MPO is necessary.

FY 2010 Unified Planning Work Program (UPWP): Draft Document

Mr. Farmer explained that financial information will be inserted into the draft UPWP as soon as it is received from VDOT, FHWA, FTA and VDRPT. It will be made available for public review and the final UPWP will be brought back to the Board for approval. Any public comments received will be included in the agenda packet.

For Your Information

Mr. Smith stated with regard to the letter concerning bridge lifts during the Gilmerton Bridge construction, there are certain vessels that require passage regardless of the time of day.

Old/New Business

Mr. Townes directed the Board's attention to a resolution endorsing transit as a component of any major transportation link in Hampton Roads by the Transportation District Commission of Hampton Roads.

Adjournment

With no further business to come before the Hampton Roads MPO, the meeting adjourned at 12:40 p.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)

This item was included in the January MPO agenda and was approved for public review and comment. The public comment period ran from January 21, 2009 through February 6, 2009. No comments were received.

This request from VDOT was to revise the FY 2009-2012 TIP to add one new project and revise a second project as follows:

1. Add UPC# 89231, I-64 Revenue Study – Richmond to Hampton Roads. The purpose of this project is to evaluate the I-64 corridor from Route 199 (near mile post 242) to I-295 with regard to its merit as a Public-Private Transportation Act (PPTA) project. The project is being funded with Toll Facility Revolving Funds.
2. Amend UPC# 84272, Route 460 Corridor Improvement Project – PPTA. The purpose of this project is to develop, construct, operate, and maintain a new 55 mile-long four-lane limited access highway to improve safety, capacity, and access along Route 460 from Petersburg to Suffolk. This amendment is to provide funds needed for the procurement phase of the project.

RECOMMENDED ACTION:

Approve the TIP Amendment.

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:

- Add UPC# 92212, I-64 Corridor Environmental Study – Richmond to Hampton Roads. The intent of the I-64 Corridor Project is to increase capacity by adding lanes in the median of the interstate between I-295 and Route 199 (exit 242). The study is in the early development stages of an Environmental Assessment (EA) and the number of lanes required to meet 2035 demands have not yet been determined. This project is related to UPC# 89231, I-64 Corridor Public-Private Transportation Act (PPTA) Evaluation.

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 March 2009 in anticipation of final approval by the Board in April 2009.

Attachment

RECOMMENDED ACTION:

Approve for public review and comment.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1700 North Main Street
SUFFOLK, VIRGINIA 23434

DAVID S. EKERN, P.E.
COMMISSIONER

January 23, 2009

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 amending of the TIP in the noted request reflects the addition of the referenced project including estimate and fund source information. To that end, I request that the respective TIP be amended to note the following:

- **UPC #92212 (I-64 Corridor Environmental Study – Richmond to Hampton Roads) Multi-Jurisdictional: Richmond MPO, TIP pg N/A** TIP Amendment to add FFY09 PE phase obligations of \$1,000,000 AC funding.

I am requesting that the Hampton Roads Transportation Technical Committee approve the TIP amendment during their February meeting and the Metropolitan Planning Organization to approve the TIP amendment during their next 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

Multiple MPOs MPO

Interstate Projects

UPC NO	92212	SCOPE	STUDIES ONLY			
SYSTEM	Interstate	JURISDICTION	Multi-jurisdictional: Richmond MPO		OVERSIGHT	FO
PROJECT	I-64 Corridor Environmental Study				ADMIN BY	VDOT
DESCRIPTION	FROM: Richmond TO: Hampton Roads					
PROGRAM NOTE	TIP Admendment adding PE phase obligation of \$1,000,000 AC Funding.(01/08/09 sab)					
ROUTE/STREET	I-64 (0064)				TOTAL COST	\$1,000,000
	FUND SOURCE	MATCH	FY09	FY10	FY11	FY12
PE AC		\$0	\$1,000,000	\$0	\$0	\$0

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

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

Attached is a request from Hampton Roads Transit to revise the FY 2009-2012 TIP to reduce the allocation of Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds on project UPC# 91969, Jordan Bridge Traffic Mitigation - Express Bus Service between Chesapeake and Portsmouth due to discontinuation of the service.

The project, to provide an express bus service to help mitigate traffic congestion expected as a result of the closure of the Jordan Bridge in November 2008, originally received a CMAQ allocation of \$500,000. The service began on November 10, 2008, but was discontinued as of January 26, 2009 due to insufficient demand. The estimated cost of the service during that period is \$130,000.

The request by HRT is to reduce the allocation on the project to \$130,000 and return the remaining \$370,000 to the FY 2008 CMAQ balance entry to make the funds available for other projects.

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 March 2009 in anticipation of final approval by the Board in April 2009.

Attachment

RECOMMENDED ACTION:

Approve for public review and comment.



3400 Victoria Boulevard, Hampton, Virginia 23661
Phone: 757-222-6000 ~ Southside Fax: 757-222-6103
Peninsula Fax: 757-222-6195 ~ www.hrtransit.org

January 26, 2009

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

SUBJECT: Hampton Roads FY 09-12 Transportation Improvement Program (TIP) Amendment
Express Bus Service between Chesapeake and Portsmouth – UPC#91969

Dear Ms. Ravanbakht:

In October 2008, funding from the FY 08 CMAQ program was allocated to Hampton Roads Transit to provide enhanced commuter bus service related to the closure of the Jordan Bridge. The FY 2009-2012 Transportation Improvement Program was amended to include the new project; Jordan Bridge Traffic Mitigation – Express Bus Service between Chesapeake and Portsmouth, and was funded in the amount of \$500,000. The service began on November 10, 2008; however, due to insufficient demand it was discontinued effective January 26, 2009.

The estimated cost to date associated with the service is \$130,000. It is respectfully requested that the remainder of the funds allocated to the project, \$370,000, be re-allocated to the FY 08 CMAQ program. Please let me know if you have questions regarding this request.

Thank you,


Jayne B. Whitney
Sr. Vice President for Development

Cc: Michael S. Townes, President/CEO, HRT
Vince Jackson, HRT
Keisha Branch, HRT

Document Control: EX381-CA300

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #5: FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT: HRT (INITIAL APPROVAL)**

Attached is a request from Hampton Roads Transit to amend the FY 2009-2012 Transportation Improvement Program to revise the funding on one project. In anticipation of the receipt of additional transit funding as part of the "American Recovery and Reinvestment Act of 2009," under Section 5307, this requested amendment of the FY 2009-2012 TIP includes an additional \$6 million for the Fixed Guideway Alternatives Analysis/Draft Environmental Impact Statement/Right of Way (AA/DEIS/ROW) for Virginia Beach and Naval Station Norfolk.

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 March 2009 in anticipation of final approval by the Board in April 2009.

Attachment

RECOMMENDED ACTION:

Approve for public review and comment.



3400 Victoria Boulevard, Hampton, Virginia 23661
Phone: 757-222-6000 ~ Southside Fax: 757-222-6103
Peninsula Fax: 757-222-6195 ~ www.hrtransit.org

February 3, 2009

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

SUBJECT: Hampton Roads FY 09-12 Transportation Improvement Program (TIP) Amendment
Fixed Guideway Alternatives Analysis/Draft Environmental Impact Statement/Right of
Way (AA/DEIS/ROW) for Virginia Beach and Naval Station Norfolk

Dear Ms. Ravanbakht:

In anticipation of the receipt of additional transit funding as part of the "American Recovery and Reinvestment Act of 2009", under Section 5307, this is to request amendment of the FY 09 – 12 TIP to include \$6 million for the referenced project to support the AA/DEIS/ROW activities. Section 5307 represents Federal Transit Administration Urbanized Area Formula funds that are appropriated and received directly by HRT.

Favorable consideration of this request by the Transportation Technical Committee and the MPO is requested and greatly appreciated. Please let me know if you have questions regarding this request.

Thank you,


Jayne B. Whitney
Sr. Vice President for Development

Cc: Michael S. Townes, President/CEO, HRT
Vince Jackson, HRT
Keisha Branch, HRT

Document Control: EX381-CA300

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #6: FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT: COORDINATED PLAN PROJECTS (INITIAL APPROVAL)

In accordance with SAFETEA-LU, projects proposed to receive formula funding from three specific FTA programs must be derived from a locally developed public transit-human services transportation plan (Coordinated Plan).

The three FTA programs associated with the Coordinated Plan are:

- 5310 – Special Needs of Elderly Individuals and Individuals with Disabilities
- 5316 – Job Access and Reverse Commute (JARC)
- 5317 – New Freedom (NF)

The *Hampton Roads Area Public Transit – Human Services Transportation Coordinated Plan* was endorsed by the MPO on April 16, 2008. A project selection committee made up of Coordinated Plan stakeholders met on December 15, 2008, to select projects to be funded with FFY 2007 and FFY 2008 Section 5316 and 5317 funds (project selection for Section 5310 funds is done by VDRPT). The project selection committee received applications for eight projects and selected all or part of six of those projects for funding based on criteria included in the Coordinated Plan. In addition, Hampton Roads Transit, as the Designated Recipient for the Section 5316 and 5317 funds for the Virginia Beach Urbanized Area (Hampton Roads) is allocated ten percent of the annual apportionment of Section 5316 and 5317 funds to cover the administrative costs associated with implementing the Section 5316 and 5317 programs in Hampton Roads.

Since the projects utilize federal funds, they must be included in the TIP. The projects to be added to the FY 2009-2012 TIP are:

	Agency – Project Name	Allocated Amount	FTA Program
1	Hampton Roads Transit – Enhanced Computer Aided Dispatch for Paratransit	\$ 56,808 \$ 221,154	JARC NF
2	Norfolk Redevelopment & Housing Authority – Workforce Development Transportation Program	\$ 20,000	JARC
3	Black & White Cabs of Virginia Beach – Accessible Taxicabs & Voucher Program	\$ 272,577	NF
4	Hampton-Newport News Community Services Board – Bus Stop Infrastructure Project	\$ 61,016	JARC
5	Peninsula Agency on Aging – Peninsula Aging and Disability Resource Network (No Wrong Door)	\$ 14,854	NF
6	PORTCO, Inc. – Reverse Commute Work Transportation	\$ 69,160	JARC
7	Hampton Roads Transit – Administration of FTA Section 5316 (JARC) Program	\$ 58,577	JARC
8	Hampton Roads Transit – Administration of FTA Section 5317 (New Freedom) Program	\$ 33,728	NF

Attached for your review is a copy of the TIP page containing the projects to be added to the FY 2009-2012 TIP.

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 March 2009 in anticipation of final approval by the Board in April 2009.

Attachment

RECOMMENDED ACTION:

Approve for public review and comment.

Hampton Roads Area Public Transit - Human Services Transportation Coordinated Plan

Hampton Roads Transit

Administration of FTA Section 5316 (JARC) Program		<u>Amount</u>	<u>Fund Source</u>
Federal Aid		58,577	FFY-07 FTA Section 5316 (JARC) Program
Non-Federal Funds		14,644	
Total		73,221	
Enhanced Computer Aided Dispatch for Paratransit		<u>Amount</u>	<u>Fund Source</u>
Federal Aid		56,808	FFY-07 FTA Section 5316 (JARC) Program
Federal Aid		16,120	FFY-07 FTA Section 5317 (New Freedom) Program
Federal Aid		205,034	FFY-08 FTA Section 5317 (New Freedom) Program
Non-Federal Funds		69,491	
Total		347,453	
Administration of FTA Section 5317 (New Freedom) Program		<u>Amount</u>	<u>Fund Source</u>
Federal Aid		33,728	FFY-07 FTA Section 5317 (New Freedom) Program
Non-Federal Funds		8,432	
Total		42,160	

Norfolk Redevelopment & Housing Authority

Workforce Development Transportation Program		<u>Amount</u>	<u>Fund Source</u>
Federal Aid		20,000	FFY-07 FTA Section 5316 (JARC) Program
Non-Federal Funds		8,750	
Total		28,750	

Black & White Cabs of Virginia Beach

Accessible Taxicabs & Voucher Program		<u>Amount</u>	<u>Fund Source</u>
Federal Aid		272,577	FFY-07 FTA Section 5317 (New Freedom) Program
Non-Federal Funds		142,361	
Total		414,938	

Hampton-Newport News Community Services Board

Bus Stop Infrastructure Project		<u>Amount</u>	<u>Fund Source</u>
Federal Aid		61,016	FFY-07 FTA Section 5316 (JARC) Program
Non-Federal Funds		19,004	
Total		80,020	

Peninsula Agency on Aging

Peninsula Aging and Disability Resource Network		<u>Amount</u>	<u>Fund Source</u>
Federal Aid		14,854	FFY-07 FTA Section 5317 (New Freedom) Program
Non-Federal Funds		3,714	
Total		18,568	

PORTCO, Inc.

Reverse Commute Work Transportation		<u>Amount</u>	<u>Fund Source</u>
Federal Aid		69,160	FFY-07 FTA Section 5316 (JARC) Program
Non-Federal Funds		69,160	
Total		138,320	

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #7: FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISION: REQUEST FOR ADDITIONAL CMAQ FUNDING - NEWPORT NEWS

Attached is a request from the City of Newport News for additional CMAQ funds to cover a cost overrun on project UPC# 73235, Wayfinding Static Message Signs – Various Locations. The project previously received a CMAQ allocation totaling \$383,000, however, updated cost estimates place the total cost for the project at \$503,000. Therefore, the City requests an additional allocation of \$120,000 in CMAQ-related funds.

The City's request notes that Hampton Roads Transit (HRT) has submitted a TIP amendment request to return \$370,000 in CMAQ funds that were allocated to project UPC# 91969, Jordan Bridge Traffic Mitigation – Express Bus Service between Chesapeake and Portsmouth, to the FY 2008 CMAQ balance entry, which will make the funds available for allocation to other projects. Pending final MPO approval of the HRT TIP amendment request (expected to occur at the MPO meeting on April 15, 2009) the City requests \$120,000 in FY 2008 CMAQ-related funds to cover the cost overrun on project UPC# 73235.

The Transportation Technical Committee has recommended approval of this request. Should the MPO Board approve this request, a TIP amendment will go out for public review during March 2009 in anticipation of final approval by the Board in April 2009.

Attachment

RECOMMENDED ACTION:

Approve the CMAQ Reallocation request.



(757) 926-8611

City of Newport News

Department of Engineering
2400 Washington Avenue
Newport News, Virginia 23607

Fax (757) 926-8300

February 23, 2009

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

Re: Congestion Mitigation and Air Quality Improvement Program
City Wide Wayfinding Sign Program Phase I, UPC# 73235
Project No. U000-121-153, N501, PE101

Dear Ms. Ravanbakht:

The City of Newport News is going through the preliminary scoping process with VDOT for the above referenced project. Currently, the funding in place is \$306,000 in CMAQ funds and \$77,000 in state matching funds (\$383,000 total). Phase I of the City Wide Wayfinding Sign Program is focusing its efforts on the Oyster Point/City Center business district. This ambitious project will install 29 Wayfinding signs in and around the heart of Newport News. However, as the cost estimates have been refined and additional project costs identified, it has become clear that total funding for this project needs to be \$503,000.

Currently, HRT has filed a Transportation Improvement Program Amendment. This amendment proposes to reduce the allocation of Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds on project UPC# 91969, Jordan Bridge Traffic Mitigation - Express Bus Service between Chesapeake and Portsmouth due to discontinuation of the service. If approved by the Technical Committee and Metropolitan Planning Organization, the approved allocation will be reduced to \$130,000 and return the remaining \$370,000 to the FY 2008 CMAQ balance entry to make the funds available for other projects.

Pending approval of that action, the City of Newport News hereby requests that, \$120,000 of the FY 2008 CMAQ funds be added to the Mitigation and Air Quality (CMAQ) project UPC# 73235, City Wide Wayfinding Sign Program Phase I. Furthermore, it is being requested that the Technical Committee and Metropolitan Planning Organization consider this action during their March 2009 meeting so that the funding can be in place prior to advertisement of this project. Thank you for your assistance in this matter. If you have any questions concerning this request, please contact David Wilkinson of this office at (757) 926-8611.

Sincerely,

A handwritten signature in black ink, appearing to read "Everett P. Skipper".

Everett P. Skipper, P.E., B.C.E.E.
Director of Engineering

EPS: DTW*: aef

pc: Asst. City Manager, N. Morgan
Director of Planning, A. Riutort
Asst. Director of Engineering, J. Kaoudis
Special Projects Engineer, T. Slaughter
Financial Services Administrator, S. Goodwin
Finance – Capital Projects, C. Davis
VDOT- Asst. District Urban Program Manager, B. Duvall

dtwm1940

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #8: UNIFIED PLANNING WORK PROGRAM AMENDMENTS

A review of the FY 2009 UPWP task budget for the first seven months found that two tasks, Task 1.1, MPO Administration, and Task 5.1, Congestion Management Process (CMP), will require additional funding in order to complete the associated work through the end of the fiscal year. Task 1.1, MPO Administration, has required a significantly higher level of staff activity to carry out the MPO reforms in response to the Quadrennial Transportation Planning Certification Review that was received February 28, 2008. The budget for Task 5.1, Congestion Management Process (CMP), was underestimated in terms of the expense required to carry out the work activities described for Task 5.1 in the FY 2009 UPWP.

In order to have sufficient funding to complete the required work under Task 1.1 and Task 5.1, the MPO staff recommends that PL funding for the following Tasks be revised as follows:

- Task 1.1, MPO Administration, be increased from \$345,939 to \$545,939.
- Task 3.1, Maintenance & Use of 2030 Regional Transportation Models, be decreased from \$30,000 to \$20,000.
- Task 5.1, Congestion Management Process (CMP), be increased from \$120,000 to \$180,000.
- Task 5.3, Intelligent Transportation System & Operations Planning, be decreased from \$50,000 to \$40,000.
- Task 5.4, Regional Freight Planning, be decreased from \$55,000 to \$35,000.
- Task 7.1, Critical Issues in Transportation, be decreased from \$120,000 to \$40,000.
- Task 7.2, Non-Driver Transportation Study, be decreased from \$50,000 to \$30,000.
- Task 7.3, Coliseum Central Special Events Management Plan Study, be decreased from \$80,000 to \$40,000.
- Task 7.4, Suffolk Corridor Studies, be decreased from \$80,000 to \$20,000.
- Task 7.5, North Main Street Corridor Study, be decreased from \$60,000 to \$40,000.

It should be noted that the decreases in the above noted Tasks will not prevent those Tasks from being completed as scheduled in the UPWP.

Enclosed for your review are the appropriate Task pages and the Budget and Funding Summary pages from the UPWP which have been revised to reflect the above noted request.

The Transportation Technical Committee has recommended approval of this request.

Separate Enclosure

RECOMMENDED ACTION:

Approve UPWP amendment.

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #9: BRIEFING ON VDOT SIX-YEAR IMPROVEMENT PROGRAM AND ORGANIZATIONAL RESTRUCTURING: TRANSPORTATION COMMISSIONER, VDOT

Mr. David Ekern, VDOT Transportation Commissioner, will brief the MPO Board on VDOT's Six-Year Improvement Program (SYIP) and organizational restructuring.

RECOMMENDED ACTION:

None required.

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #10: AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

During the MPO Board Retreat on February 11, 2009, the Board directed that the TTC develop a list of projects for potential ARRA funding. A special meeting of the TTC, referred to as the Economic Recovery Technical Working Group, was scheduled for Thursday, February 19, 2009.

The ARRA was signed into law on February 17, 2009, and includes a substantial funding infusion into the nation's transportation system. The \$789 billion legislation contains over \$48 billion for transportation, including \$27.5 billion for highway infrastructure investment, \$8.4 billion for transit capital assistance, \$8 billion for high speed rail corridors, \$1.3 billion for Amtrak, and \$1.5 billion for the Discretionary Grant Program.

For highway infrastructure investment, a total of \$27.5 billion will be administered through the Federal Highway Administration (FHWA). Virginia has been apportioned \$694 million in highway formula funds to be allocated as follows:

- 3% (\$21 million) to Transportation Enhancement Projects
- 30% (\$208 million) distributed by federal STP population formula
- 67% (\$465 million) available for statewide projects

Of this \$694 million, 30% will be sub-allocated to urban areas based on current urbanized area formulas under STP. The Hampton Roads MPO has been apportioned \$41,041,797. During the March TTC meeting, the TTC recommended to sub-allocate \$1.35 million to public transit from the apportioned \$41 million RSTP funds and sub-allocate the remaining \$39,691,797 RSTP funds to the localities based on population (Attachment A). This methodology was approved by the Federal Highway Administration (Attachment B). The list of regional projects for the RSTP funds recommended by the Transportation Technical Committee is attached (Attachment C). Additionally, the list of regional projects located eligible for the statewide funds recommended by the Transportation Technical Committee are attached (Attachment D).

For transit capital assistance, a total of \$8.4 billion will be administered through the Federal Transit Administration (FTA). \$6.9 billion will be administered through the transit urbanized area formula funding, and will be split into three categories of formula grants:

- 80% (\$5.44 billion) through the urbanized area formula (Section 5307)
- 10% (\$680 million) through the urban growing and/or high density states program (Section 5340)
- 10% (\$680 million) through the non-urbanized area formula (Section 5311)

The remaining \$1.5 billion will be equally distributed as grants for the New Starts/Small Starts and Fixed Guideway Infrastructure Investment programs.

Virginia has been apportioned \$116,105,505 in federal stimulus money for public transportation capital improvements. The Hampton Roads operators are forecast to receive a total of \$25,355,487 for capital projects under the Urban Formula Program (Section 5307) and \$437,148 in Fixed Guideway Infrastructure Investment funds.

Ms. Camelia Ravanbakht, HRMPO Deputy Executive Director, will be present to brief the MPO Board on the funding legislation.

Attachments A, B, C, & D

RECOMMENDED ACTIONS:

1. Approve list of MPO projects for RSTP funding (Attachment C)
2. Approve list of Regional projects for consideration for statewide funding (Attachment D)

Distribution of Economic Recovery Funds Based on Population

Jurisdiction	2007 Population*	% of HRMPO Population	Approved Allocation by Population w/ Transit
Transit			\$ 1,350,000
Chesapeake	216,568	13.4189%	\$ 5,326,222
Gloucester	36,489	2.2609%	\$ 897,402
Hampton	145,862	9.0379%	\$ 3,587,295
Isle of Wight	33,612	2.0827%	\$ 826,645
James City	61,739	3.8255%	\$ 1,518,394
Newport News	182,478	11.3067%	\$ 4,487,820
Norfolk	235,987	14.6222%	\$ 5,803,808
Portsmouth	98,543	6.1059%	\$ 2,423,543
Poquoson	11,948	0.7403%	\$ 293,846
Suffolk	81,209	5.0319%	\$ 1,997,235
Virginia Beach	433,033	26.8315%	\$ 10,649,910
Williamsburg	13,245	0.8207%	\$ 325,744
York	63,184	3.9150%	\$ 1,553,932
MPO Total	1,613,897	100%	\$ 41,041,797

*Population estimates from the Weldon Cooper Center for Public Service

Prepared By: HRMPO, March 4, 2009

From: Dabney, Unwanna [<mailto:Unwanna.Dabney@fhwa.dot.gov>]
Sent: Tuesday, February 24, 2009 10:16 PM
To: Andrew Pickard; Camelia Ravanbakht; Mike Kimbrel
Subject: FW: ARRA Issue RE: Hampton Roads RSTP Project Selection Process

Good Evening,

I am forwarding to you the response that I received from our Headquarters office regarding the approach taken by the TTC in last week's meeting to sub-allocate the ARRA funds by population to the localities. We agree that given the special nature of the ARRA funds, sub-allocation by population is acceptable in this case. Please let me know if you have any questions.

Unwanna B. Dabney
Planning & Environment Team | FHWA
400 North 8th St. | Suite 750
Richmond, VA 23219-4825
804.775.3335 (o) | 804.775.3356 (f)
unwanna.dabney@dot.gov



Is it necessary to print this e-mail?

From: Harlan.Miller@dot.gov [<mailto:Harlan.Miller@dot.gov>]
Sent: Tuesday, February 24, 2009 9:12 PM
To: Dabney, Unwanna
Cc: Jones, Jocelyn
Subject: RE: ARRA Issue RE: Hampton Roads RSTP Project Selection Process

Unwanna,

In response to your inquiry, I agree that it is necessary for the Hampton Roads MPO to accelerate their project selection process for selecting the ARRA projects. Given the short time period for getting the funds obligated this is critical. As long as their members are in agreement with the accelerated selection process, which appears to be the case here, it is ok.

Given the nature of the ARRA funds (the legislative intent is to create and preserve jobs and to improve infrastructure) while also getting geographic coverage, I think it is ok for the MPO to further distribute the ARRA funds within their MPO to their member jurisdictions as described in the material you sent me. The emphasis should be on advancing the projects that are already in their approved TIP with the ARRA funds and this appears to be the way they are handling it. One could say they are suballocating to get good geographic coverage in the interest of job creation and job retention and infrastructure investment while applying the funds to the regional priorities that have been previously agreed upon and this is certainly acceptable.

As you noted, we do not allow suballocation of their "regular" formula STP funds within the MPO.

Thanks,
-Harlan

ATTACHMENT B

From: Dabney, Unwanna [mailto:Unwanna.Dabney@fhwa.dot.gov]
Sent: Fri 2/20/2009 8:42 PM
To: Miller, Harlan <FHWA>
Cc: jones, Jocelyn <FHWA>
Subject: ARRA Issue RE: Hampton Roads RSTP Project Selection Process

Good Evening Harlan,

Sorry to be bothering you again but I do have a major issue that I need some guidance on for the Hampton Roads region. I attended a special meeting on yesterday of the Hampton Roads technical committee during which deliberations took place to determine which projects would be proposed for funding with sub-allocated funds under the ARRA. The following summarizes the steps that have been taken thus far in this effort:

- During the past month several discussions have taken place at both the policy board and technical committee levels regarding projects for the economic recovery plan. During these discussions FHWA and the MPO staff have pointed out the importance of considering projects currently in the MTP and TIP for these funds. Also, the local representatives were encouraged to consider projects that were shovel ready, could be implemented in a short amount of time, were operationally and safety oriented, and projects that would meant the intent of the legislation regarding job retention and creation.
- Prior to yesterday's meeting the localities in the region submitted a list of projects for consideration to the MPO staff and this list of projects was compiled and distributed to regional representatives for review.
- The normal process for distribution of suballocated STP funds for this MPO is described in the 14 page attachment and the email below and can take between 4 to 6 months before projects are incorporated into the TIP. Given the time constraints associated with ARRA funds, the MPO TTC approved the following procedures on yesterday:
 - Due to the time constraints associated with these funds the MPO staff recommended and the committee agreed that the normal 4-6 month project selection process would not be appropriate for ARRA sub-allocated funds.
 - Due to the unusually high political sensitivity, visibility and transparency expected to be associated with ARRA projects, the committee agreed that these funds should be distributed equitably among tax payers in the region.
 - As a result the committee voted to distribute the sub-allocated ARRA funds by population and within each locality project selection should be based on those criteria such as project readiness, job creation/retention, and those criteria normally used to select projects for regional STP funds.
 - The collective list of projects will be voted on regionally by the policy board at it's March, 18, 2009 meeting

I realize that 23 CFR 450.324 (j) prohibits the use of pre-determined percentages for distribution of sub-allocated STP funds, however I believe that the approach that the MPO has taken as described above meets the requirements of the provision of that part that states "unless they (the pre-determined percentages) can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process." I view the time constraints and intent of the provisions in the ARRA represent those "considerations required to be addressed" as part of the process. Of course the Hampton Roads MPO has a represented a standard for best approaches to regional prioritization and would not take this approach under normal circumstances.

Please provide your thoughts on this interpretation of the regulations. I will need to advise the MPO as soon as possible if they need to change course. As always, thanks for your help.

Unwanna B. Dabney

Planning & Environment Team | FHWA

400 North 8th St. | Suite 750

Richmond, VA 23219-4825

804.775.3335 (o) | 804.775.3356 (f)

unwanna.dabney@dot.gov



Is it necessary to print this e-mail?

From: Mike KIMBREL [mailto:mkimbrel@hrpdcva.gov]
Sent: Friday, February 20, 2009 3:52 PM
To: Dabney, Unwanna
Cc: Camelia RAVANBAKHT
Subject: Hampton Roads RSTP Project Selection Process

Unwanna,

Per our conversation this afternoon, I have attached a document that describes the usual project selection process used by the Hampton Roads MPO for allocating RSTP funds to projects. As I mentioned during our phone call, the process generally consists of a application period, an analysis period, a subcommittee meeting to provide recommended allocations for MPO Board approval, a full TTC meeting to approve the work of the subcommittee, and finally, MPO Board approval of the list of projects and associated allocations. To get through those steps usually takes at least four months. As you pointed out, if TIP amendments are required, that could add two months.

I hope you find this information helpful. If you have any questions, please do not hesitate to contact me.

Have a nice weekend.

MK

Michael S. Kimbrel
Principal Transportation Engineer
Hampton Roads Metropolitan Planning Organization
723 Woodlake Drive
Chesapeake, VA. 23320
Phone: 757-420-8300
Fax: 757-523-4881

**Hampton Roads Metropolitan Planning Organization
List of MPO Projects for Funding Under the American Recovery and Reinvestment Act of 2009**

Item #	Jurisdiction/Agency	Project Name	Description	In LRP	In TIP	HRMPO RSTP ALLOCATION
1	Chesapeake	Citywide LED Conversion	Upgrade approximately 125 signalized intersections with Light Emitting Diode (LED) signal lamps. LED lamps require approximately one-tenth of the power of incandescent lamps and will reduce operational costs.	NA	GROUPED	\$790,960
2	Chesapeake	Citywide Pavement Resurfacing	Repave/rehabilitate approximately 43 lane miles of the 2,345 lane miles of roadway maintained by the City.	NA	GROUPED	\$3,097,153
3	Chesapeake	Citywide Bridge Deck Sealing & Rehabilitation	Provide deck sealing and minor rehabilitation to various of the 90 bridges maintained by the City.	NA	GROUPED	\$1,438,109
CHESAPEAKE SUBTOTAL						
\$5,326,222						
4	Gloucester County	Route 17 Access Management Project	Access management and safety project associated with crossovers along Route 17 between the Gloucester Point area and the Gloucester Courthouse area.	NA	YES UPC# 84478	\$897,402
GLOUCESTER COUNTY SUBTOTAL						
\$897,402						
5	Hampton	Mercury Boulevard Resurfacing and Rehabilitation	Milling, overlay, and concrete slab repairs on Mercury Boulevard between the Newport News City Limits and Fort Monroe	NA	GROUPED	Option 1 \$3,587,295 Option 2 \$1,117,583
6	Hampton	Commander Shepard Boulevard Phase 2	Acquisition of right-of-way. Project is ready to begin right-of-way acquisition now and construction is planned for early 2010	YES	YES UPC# 60970	Option 1 \$0 Option 2 \$2,469,712
HAMPTON SUBTOTAL						
\$3,587,295						
7	Isle of Wight County	Route 460 and 644	Preventative Maintenance: Re-align pipes for optimal flow and install an additional pipe or culvert at Route 460 and Route 644 for maintenance and drainage alleviation.	NA	NO	\$250,000
8	Isle of Wight County	Route 10 at Owen's Estates Neighborhood	Preventative Maintenance: Re-grade ditches and install pipe for maintenance and drainage alleviation.	NA	NO	\$159,685
9	Isle of Wight County	Church St. Enhancement Project	Construction: Enhancement on Church St. to repair sidewalk to ADA standards and underground utilities	NA	NO	\$165,329

ATTACHMENT C

**Hampton Roads Metropolitan Planning Organization
List of MPO Projects for Funding Under the American Recovery and Reinvestment Act of 2009**

Item #	Jurisdiction/Agency	Project Name	Description	In LRP	In TIP	HRMPO RSTP ALLOCATION
10	Isle of Wight County	Sidewalk Repairs	Construction: Enhancement to repair sidewalks to ADA standards throughout the Town	NA	NO	\$66,131
11	Isle of Wight County	Route 258: Flooding Prevention	Construction: Prevent flooding of Roadway by increasing drainage capacity	NA	NO	\$185,500
12	Isle of Wight County	Traffic Calming/Safety Improvement	Install traffic calming devices throughout intersections through the County (Included as an alternative project in case any of the other projects do not qualify.)	NA	NO	\$200,000
ISLE OF WIGHT COUNTY SUBTOTAL (Projects 7-11)						
\$826,645						
13	James City County	Monticello Avenue Corridor Project	Improvements to Monticello Ave west of Route 199, the Monticello Ave/News Rd intersection, and the News Rd/Ironbound Rd intersection. Can be completed within 2 years.	NA	YES UPC# 82961	\$440,000
14	James City County	Route 60/Pocahontas Trail Left-Turn Lanes	Includes adding left turn lanes at remaining intersections east of Route 199. Not currently funded, but very limited design and utility easements needed. Within VDOT right-of-way. Can be completed within 2 years.	NA	GROUPED	\$1,078,394
JAMES CITY COUNTY SUBTOTAL						
\$1,518,394						
15	Newport News	Highest Priority - Richneck Road Improvements from Jefferson Avenue to Shields Road, Phase 1	Improve lane width, add curb and gutter, pipe ditches, install round-about, City administration	NA	GROUPED	Option 1 \$3,500,000 Option 2 \$0
16	Newport News	Arterial Street Resurfacing Program	Milling and paving various arterial street segments to extend the life of the streets	NA	GROUPED	Option 1 \$987,820 Option 2 \$2,812,820

**Hampton Roads Metropolitan Planning Organization
List of MPO Projects for Funding Under the American Recovery and Reinvestment Act of 2009**

Item #	Jurisdiction/Agency	Project Name	Description	In LRP	In TIP	HRMPO RSTP ALLOCATION
17	Newport News	Signal System Upgrade Sub-elements, UPC# 52350	A. CCTV camera installations to include 30 sites, 7 new installations at \$30,000 each and 23 signal pole installations at approximately \$12,000 each for a combined subtotal of \$486,000.	NA	YES UPC# 52350	Option 1 \$0
			B. Traffic Operations Center/Shop upgrades in equipment and CPU at a cost of \$100,000.			Option 2 \$1,050,000
			C. Strategically located fiber splices (300+/-) and project contingency at a cost of \$464,000.			
18	Newport News	Citywide Signal System Retiming, UPC# 83436	Retiming of traffic signals over a majority of the City for efficiency and fuel savings, two year project, City administration of professional services contract	NA	YES UPC# 83436	Option 1 \$0 Option 2 \$350,000
19	Newport News	ITS Portable Dynamic Message Displays, UPC# 73001	Portable message displays for incident management, public information, road closures, traffic changes, City administration of this purchase contract	NA	YES UPC# 73001	Option 1 \$0 Option 2 \$275,000
NEWPORT NEWS SUBTOTAL						
20	Norfolk	Bridge Rehabilitation and Repairs	Norview Avenue Bridge rehabilitation: Primary link to Norfolk International Airport; can be completed in one year; highest unfunded priority in city bridge program. Citywide bridge repairs: Brambleton Ave Pedestrian Bridge; Robin Hood Rd - Link to airport; Willowood Dr; Government Ave over Tidewater Dr; other bridges as funds permit.	NA	GROUPED	\$1,650,000

**Hampton Roads Metropolitan Planning Organization
List of MPO Projects for Funding Under the American Recovery and Reinvestment Act of 2009**

Item #	Jurisdiction/Agency	Project Name	Description	In LRP	In TIP	HRMPO RSTP ALLOCATION
21	Norfolk	Preventive Maintenance and System Preservation	Lower Hampton Blvd pavement rehabilitation: Vital link to surrounding cities and the Port of Virginia. West Ocean View pavement rehabilitation: Vital link between Willoughby and rest of City. Citywide road resurfacing and repairs: Various locations including Ocean View, Coleman Place, Broad Creek, and other neighborhoods.	NA	GROUPED	\$4,153,808
NORFOLK SUBTOTAL						\$5,803,808
22	Poquoson	Asphalt overlay	Resurfacing public streets at various locations	NA	GROUPED	\$185,536
23	Poquoson	Sidewalk Improvements	Sidewalk improvements at various locations	NA	GROUPED	\$108,310
POQUOSON SUBTOTAL						\$293,846
24	Portsmouth	Citywide Signal Timing	Data collection, timing, travel times, reporting for approximately 60 intersections	NA	GROUPED	\$240,000
25	Portsmouth	Signal System Feasibility Study and Central System Standard	Inventory existing conditions, document system functionality, identify communications requirements, evaluate central system options, and identify citywide standard.	NA	GROUPED	\$160,000
26	Portsmouth	Signal System Design	Design elements identified as priority in feasibility study that may include full intersection upgrades or partial upgrades of controller, cabinets and communications only, also include acquisition of central system software	NA	GROUPED	\$2,023,543
PORTSMOUTH SUBTOTAL						\$2,423,543

**Hampton Roads Metropolitan Planning Organization
List of MPO Projects for Funding Under the American Recovery and Reinvestment Act of 2009**

Item #	Jurisdiction/Agency	Project Name	Description	In LRP	In TIP	HRMPO RSTP ALLOCATION
27	Suffolk	Citywide repaving project	Repave sections of over 300 miles of primary and secondary routes identified for resurfacing within the City	NA	GROUPED	\$1,997,235
SUFFOLK SUBTOTAL						
28	Virginia Beach	Witchduck Road - Phase I (UPC# 55200)	Widen Witchduck Rd to 6 lanes between Bonney Rd and Grayson Rd.	YES	YES UPC# 55200	Priority 1 \$10,649,910
29	Virginia Beach	Princess Anne Road - Phase IV (UPC# 13482)	Reconstruction - 4 lanes on 8-lane right-of-way from 0.17 mi east of Dam Neck Rd to 0.02 mi east of Holland Rd	YES	YES UPC# 13482	Priority 2 \$10,649,910
30	Virginia Beach	Lynnhaven Pkwy - Phase XI	Widen to 4 lanes from 0.736 km east of Centerville Tnpk to 0.262 km west of Indian River Rd	YES	YES UPC# 14603	Priority 3 \$10,649,910
31	Virginia Beach	Laskin Rd - Phase I	Widen to 6 lanes from 0.449 km west of First Colonial Rd to 0.515 km east of Birdneck Rd	YES	YES UPC# 12546	Priority 4 \$10,649,910
32	Virginia Beach	Pavement Maintenance Program	Maintenance projects to prevent further deterioration of streets and delay the need for major rehabilitation. Total identified backlog is \$25 million.	NA	GROUPED	Priority 5 \$5,324,955
33	Virginia Beach	Street Reconstruction Program	Major rehabilitation of streets which have advanced deterioration and require extensive or full depth reconstruction. Total identified backlog is \$25 million.	NA	GROUPED	Priority 5 \$5,324,955
VIRGINIA BEACH SUBTOTAL						
34	Williamsburg	Public Street Resurfacing	Milling and repaving city streets at various locations	NA	GROUPED	\$325,744
WILLIAMSBURG SUBTOTAL						
35	York County	Road rehabilitation and repaving at various locations; extending a left turn lane	Locations for rehabilitation and repaving to be determined in consultation with the VDOT Williamsburg Residency. The left turn lane to be extended is approximately 250 feet west of the intersection of Route 134 and Tabb Smith Trail.	NA	GROUPED	\$1,055,388

**Hampton Roads Metropolitan Planning Organization
List of MPO Projects for Funding Under the American Recovery and Reinvestment Act of 2009**

Item #	Jurisdiction/Agency	Project Name	Description	In LRP	In TIP	HRMPO RSTP ALLOCATION
36	York County	Sidewalk projects - various locations	Locations to be prioritized based on project listing in the County's adopted Sidewalk Plan and the availability of sufficient right-of-way	NA	GROUPED	\$498,544
YORK COUNTY SUBTOTAL						
37	Hampton Roads Transit	Preventive Maintenance	Preventive maintenance	NA	GROUPED	\$1,000,000
38	Williamsburg Area Transit Authority	GPS/AVL Tracking System	Global Positioning System/Automated Vehicle Locator system will allow WATA to provide improved customer service for over 350,000 employment-related trips annually in supporting the Greater Williamsburg regional workforce.	NA	GROUPED	\$350,000
TRANSIT SUBTOTAL						
HAMPTON ROADS MPO TOTAL						
						\$1,553,932
						\$1,350,000
						\$41,041,796

LEGEND:

- LRP 2030 Long-Range Transportation Plan
- TIP FY 2009-2012 Transportation Improvement Program
- NA Project does not need to be itemized in the Long-Range Transportation Plan
- UPC Universal Project Code - a unique number assigned to a project when it is entered into the VDOT database
- GROUPED Project may be included in the TIP in one of the ten Project Groups

**Hampton Roads Metropolitan Planning Organization
List of Major Projects for Consideration for STATEWIDE Funding Under the American Recovery and Reinvestment Act of 2009**

Item #	Jurisdiction/Agency	Project Name	Description	In LRP	In TIP	Need
1	Chesapeake	Gilmerton Bridge Replacement	Replacement of Gilmerton Bridge on Military Hwy	YES	YES UPC# 1904	\$15,000,000
2	Chesapeake	US Route 17 South/Dominion Blvd	Advanced ROW Acquisition (Amount cut in latest update of SYIP)	YES	YES UPC# 84354	\$11,200,000
3	Chesapeake	Mount Pleasant Rd Curve Realignment	Improve horizontal alignment from 3.4 mi east of Route 168 to 3.6 mi east of Route 168. (Project in SYIP)	NA	NO	\$170,813
4	Chesapeake	Mount Pleasant Rd Left-Turn Lane	Construct a left-turn lane at the intersection with Fentress Airfield Rd	NA	YES UPC# 52151	\$62,330
5	Hampton	Commander Shepard Boulevard Phase 2	Acquisition of right-of-way (\$3.5m and construction(\$16.0m); project is ready to begin right-of-way acquisition now and construction is planned for early 2010	YES	YES UPC# 60970	\$2,500,000
6	Isle of Wight County	Route 460 and 644	Preventative Maintenance: Re-align pipes for optimal flow and install an additional pipe or culvert at Route 460 and Route 644 for maintenance and drainage alleviation.	NA	NO	\$250,000
7	Isle of Wight County	Route 10 at Owen's Estates Neighborhood	Preventative Maintenance: Re-grade ditches and install pipe for maintenance and drainage alleviation.	NA	NO	\$150,000
8	Isle of Wight County	Improve Route 620 Broadwater Road	Construction and Maintenance: Improve safety by providing shoulders, re-grading and re-paving	NA	NO	\$1,616,363
9	Isle of Wight County	Traffic Calming/Safety Improvement	Install traffic calming devices throughout intersections through the County	NA	NO	\$200,000
10	Isle of Wight County	Crosswalk at Route 17 at Eagle Harbor	Construction: Safety and Operational Improvements- Install a crosswalk with pedestrian push buttons, retime signal and make curbs ADA Compliant	NA	NO	\$100,000
11	Isle of Wight County	Route 17 James River Bridge Gates and Variable Message Signs	Construction: Safety and ITS and Operational Improvements	NA	NO	\$700,000
12	Isle of Wight County	Church St. Enhancement Project	Construction: Enhancement on Church St. to repair sidewalk to ADA standards and underground utilities	NA	Yes	\$162,500

ATTACHMENT D

**Hampton Roads Metropolitan Planning Organization
List of Major Projects for Consideration for STATEWIDE Funding Under the American Recovery and Reinvestment Act of 2009**

Item #	Jurisdiction/Agency	Project Name	Description	In LRP	In TIP	Need
13	Isle of Wight County	Sidewalk Repairs	Construction: Enhancement to repair sidewalks to ADA standards throughout the Town	NA	NO	\$65,000
14	James City County	Route 60 East Relocation	Construction of an alternate alignment for Pocahontas Trail (Route 60 East) between the Anheuser-Busch access road and the Newport News city limits.	YES (PE/RW ONLY)	YES UPC# 13496	\$68,000,000
15	Newport News	High Priority - Middle Ground Boulevard Extension from Warwick Boulevard to Jefferson Avenue, UPC 11816	Advance purchase of right-of-way for this new four-lane divided roadway (Full funding of this \$45 million project is requested)	YES	YES UPC# 11816	\$12,000,000
16	Norfolk	Military Highway/Robin Hood Rd.	Provide roadway improvements to Military Highway between Robin Hood Rd. and Lake Wright Dr.	YES	YES UPC# 84243	\$18,000,000
17	Norfolk	Military Highway/Lowery Road	Provide Right of Way for roadway improvements to Military Hwy between Lowery Road to south of PA/Norhampton Blvd.	YES	YES UPC# 9783	\$8,300,000
18	Norfolk	Military Highway - Lansdale Intersection	Provide Design for roadway improvements to Military Hwy intersection with Princess Anne and Northampton	YES	YES UPC# 1765	\$5,000,000
19	Norfolk	Traffic Signal Retiming	Citywide traffic signal retiming for congestion relief	NA	GROUPED	\$700,000
20	Norfolk	Brambleton Ave Corridor & Ped. Safety Improvements	Provide pedestrian safety improvements on Brambleton Ave. at Boush St., Duke St., and Yarmouth St. intersections.	YES	NO	\$1,000,000
21	Poquoson	Wythe Creek Rd Widening Phase I	Widen to 4 lanes from Alphas Street to SCL Poquoson	YES	YES UPC# 13427	\$6,970,000
22	Virginia Beach	Witchluck Road Phase I	This project is for construction of a six-lane divided roadway from Princess Anne Road to I 264, approx. 3,650 feet.	YES	SEGMENT INCLUDES UPC# 55200	\$12,000,000
23	Virginia Beach	Constitution Dr Ext.	Public-private partnership project to widen the existing section to 4 lanes and construct a 4 lane facility from Columbus St to Bonney Rd.	YES	NO	\$9,200,000

**Hampton Roads Metropolitan Planning Organization
List of Major Projects for Consideration for STATEWIDE Funding Under the American Recovery and Reinvestment Act of 2009**

Item #	Jurisdiction/Agency	Project Name	Description	In LRP	In TIP	Need
24	York County	Restoration of funds removed from the Route 17 widening project (UPC# 60843)	Widen Route 17 between Route 134 (Hampton Hwy) and Route 630 (Wolf Trap Rd)	YES	YES UPC# 60843	\$33,300,000
25	York County	Fort Eustis Blvd Widening	Widen to 4 lanes from 0.45 mi east of Jefferson Ave to 0.15 mi west of Route 17	YES	YES UPC# 13497	\$22,000,000
26	Virginia Port Authority	I-564 Connector	Project provides a direct connection to the Norfolk Naval Base and NIT North from I-64 and alleviates significant congestion from Hampton Blvd.	NO	YES UPC# 18968 (PE & RW Only in SYIP)	\$127,600,000
27	Hampton Roads Transit	Bus Shelters/Street Furniture	Purchase of bus shelters, street furniture and related passenger amenities	Y		\$2,000,000
28	Hampton Roads Transit	Hybrid Buses	Purchase of 14 hybrid buses to replace buses at end of useful life per FTA guidelines	Y		\$10,000,000
29	Hampton Roads Transit	Bus Part Replacement	Replacement of engines and transmissions of buses in existing fleet	Y		\$1,500,000
30	Hampton Roads Transit	Transfer Center Upgrades	For the Hampton and Newport News Transfer Centers, roof replacements and interior rehab of passenger waiting areas, including seating areas	Y		\$1,000,000
31	Hampton Roads Transit	Bus Wash	Replacement of the bus washer at the Hampton headquarters location	Y		\$800,000
32	Hampton Roads Transit	Ferry Vessel	Purchase of ferry vessel	Y		\$2,500,000

LEGEND:

- LRP 2030 Long-Range Transportation Plan
- TIP FY 2009-2012 Transportation Improvement Program
- SYIP VDOT FY 2009-2014 Six-Year Improvement Program
- NA Project does not need to be itemized in the Long-Range Transportation Plan
- UPC Universal Project Code - a unique number assigned to a project when it is entered into the VDOT database
- GROUPED Project may be included in the TIP in one of the ten Project Groups
- █ Project not included in the 2030 Long-Range Transportation Plan

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #11: U.S. HOUSE OF REPRESENTATIVES – COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE: CERTIFICATION LETTER

The attached letter of February 27, 2009 from The Committee on Transportation and Infrastructure of The U.S. House of Representatives was received on March 9, 2009. The letter includes certification, transparency, and accountability requirements relating to the American Recovery and Reinvestment Act of 2009 (“Recovery Act”).

As indicated in the letter, “the Recovery Act requires the Governor, mayor, or other chief executive to certify that the infrastructure investment has received the full review and vetting required by law and the chief executive accepts responsibility that the infrastructure investment is an appropriate use of taxpayers' dollars.” Furthermore, the letter refers to the \$27.5 billion of federal-aid highway funding under the jurisdiction of this Committee that is distributed to States and large MPOs by existing statutory formulas. It is also stated that The Committee on Transportation and Infrastructure will closely oversee the implementation of transportation and infrastructure provisions of the Recovery Act to ensure that the funds are invested quickly, efficiently, and in accordance with the job-creating purposes of this Act.

It is therefore requested that the MPOs provide the specific certification and transparency and accountability information as included in the letter within 45 days of the date of enactment of the Recovery Act (April 4, 2009). It is also acknowledged that the Recovery Act certification and transparency and accountability provisions do not specifically require MPOs to provide this information within 45 days of the date of enactment. However, the requested certification and information are critical to the Committee’s review of implementation of the Recovery Act.

The MPO staff has discussed this matter with VDOT staff and provided them with a copy of the letter.

Attachments

RECOMMENDED ACTION:

Approve the attached letter to Chairmen Oberstar and DeFazio.



U.S. House of Representatives
Committee on Transportation and Infrastructure
Washington, DC 20515

James L. Oberstar
Chairman

John L. Mica
Ranking Republican Member

David Heymsfeld, Chief of Staff
Ward W. McCarragher, Chief Counsel

James W. Coon II, Republican Chief of Staff

February 27, 2009

Dwight L. Farmer
Deputy Executive Director, Transportation
Hampton Roads MPO
Hampton Roads Planning District Commission
The Regional Building
723 Woodlake Drive
Chesapeake, VA 23320

Dear Mr. Farmer:

On February 17, 2009, President Barack Obama signed into law the American Recovery and Reinvestment Act of 2009 (P.L. 111-5) ("Recovery Act") to create and sustain family-wage jobs, help the United States recover from the worst recession since the Great Depression, and invest in transportation, environmental, and other infrastructure that will provide long-term economic benefits to the nation. The Recovery Act provides \$64.1 billion of infrastructure investment authorized by the Committee on Transportation and Infrastructure to enhance the safety, security, and efficiency of our highway, transit, rail, aviation, environmental, inland waterways, public buildings, and maritime transportation infrastructure.

This investment includes \$27.5 billion of Federal-aid highway funding under the jurisdiction of this Committee that is distributed directly to States and large Metropolitan Planning Organizations (MPOs) by existing statutory formulas. These funds will enable States and MPOs to proceed immediately with "quick-hit", ready-to-go construction projects. In addition, the Recovery Act includes specific "use-it-or-lose-it" deadlines by which States and MPOs must invest transportation and infrastructure funding provided under the Act.

The Committee on Transportation and Infrastructure will closely oversee the implementation of transportation and infrastructure provisions of the Recovery Act to ensure that the funds provided are invested quickly, efficiently, and in harmony with the job-creating purposes of this Act. To this end, we request that you provide the specific certification and transparency and accountability information discussed below within 45 days of the date of enactment of the Recovery Act (April 4, 2009).

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HRPDC

Please provide the certification and transparency and accountability information on the “Federal Highway Administration, Highway Infrastructure Investment” funding under the Recovery Act which is suballocated to MPOs pursuant to Section 133 of Title 23, United States Code.¹

These requests go beyond the transparency and accountability requirements of the Recovery Act. The Recovery Act certification and transparency and accountability provisions do not specifically require MPOs to provide this information within 45 days of the date of enactment.

However, the certification and information that we are requesting are critical to the Committee’s review of implementation of the Recovery Act. Furthermore, Chairman James L. Oberstar has repeatedly described and insisted upon these transparency and accountability provisions in Committee hearings (October 29, 2008, and January 22, 2009), speeches, and conference calls, and posted these requirements on our Committee website. These requirements should come as no surprise to any practitioner of infrastructure investments. We expect you to provide the requested certification and transparency and accountability information by April 4, 2009.

CERTIFICATION

Please provide by April 4, 2009, a copy of the certification required by Section 1511 of the Recovery Act. The Recovery Act requires the Governor, mayor, or other chief executive to certify that the infrastructure investment has received the full review and vetting required by law and the chief executive accepts responsibility that the infrastructure investment is an appropriate use of taxpayer dollars.²

TRANSPARENCY AND ACCOUNTABILITY INFORMATION

For amounts suballocated to MPOs under the Highway Infrastructure Investment funding,³ please provide by April 4, 2009, the following information required by the Recovery Act:⁴

- the amount of Federal funds allocated or apportioned to your Metropolitan Planning Organization by the State and the amount of Federal funds obligated and outlayed;⁵
- a detailed list of all projects or activities for which Recovery Act funds were obligated and the purpose, total cost, and rationale for funding the infrastructure investment;⁶

¹ American Recovery and Investment Act of 2009, Pub. L. No. 111-5, Title XII (2009).

² *Id.* § 1511. Such certification shall include a description of the investment, the estimated total cost, and the amount of covered funds to be used, and shall be posted on a website and linked to the Recovery.gov website. *Id.*

³ *Id.* Title XII.

⁴ Although the Recovery Act does not specifically require that MPOs provide this information within 45 days of the date of enactment, the Committee expects each MPO to provide the requested information.

⁵ *Id.* § 1201(b)(2)(A).

⁶ *Id.* § 1512(c)(3).

- the number of projects that have been put out to bid under the appropriation and the amount of Federal funds associated with such projects;⁷
- the number of projects for which contracts have been awarded and the amount of Federal funds associated with such projects;⁸
- the number of projects for which work has begun under such contracts and the amount of Federal funds associated with such contracts;⁹
- the number of projects for which work has been completed under such contracts and the amount of Federal funds associated with such contracts;¹⁰
- the number of direct, on-project jobs created or sustained by the Federal funds provided under the appropriation and, to the extent possible, the estimated indirect jobs created or sustained in the associated supplying industries, including the number of job-years created and the total increase in employment since the date of enactment;¹¹ and
- information tracking the actual aggregate expenditures by each grant recipient from State sources for projects eligible for funding under the program during the period from the date of enactment through September 30, 2010, compared to the level of expenditures that were planned to occur during such period as of the date of enactment.¹²

Please provide the certification and transparency and accountability information electronically and in a format that meets the Obama administration's requirements for Section 1201 and Title XV of the Recovery Act. Please work with the Office of Management and Budget and the U.S. Department of Transportation to address any questions regarding the format for the certifications and other information to ensure consistency among reporting MPOs.

In April 2009, the Committee will hold the first of a series of oversight hearings on implementation of the Recovery Act. We believe that the Recovery Act provides a unique opportunity to showcase the ability of transportation and infrastructure investments to create and sustain family-wage jobs and provide long-term economic benefits to the nation. We also know that every MPO partner welcomes the opportunity to demonstrate to its user-public that you can deliver these projects and create urgently needed employment in the timeframes set forth in this Act.

⁷ *Id.* § 1201(b)(2)(B).

⁸ *Id.* § 1201(b)(2)(C).

⁹ *Id.* § 1201(b)(2)(D).

¹⁰ *Id.* § 1201(b)(2)(E).

¹¹ *Id.* § 1201(b)(2)(F).

¹² *Id.* § 1201(b)(2)(G).

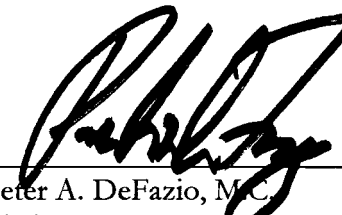
Mr. Farmer
February 27, 2009
Page 4

If you have any questions regarding this request, please have your staff contact Joseph Wender, Counsel of the Committee on Transportation and Infrastructure, at (202) 225-4472 or Joseph.Wender@mail.house.gov.

Thank you for your consideration.

Sincerely,


James L. Oberstar, M.C.
Chairman


Peter A. DeFazio, M.C.
Chairman
Subcommittee on Highways
and Transit

March 11, 2009

The Honorable James L. Oberstar
U.S. House of Representatives
Chairman, Committee on Transportation and Infrastructure
Washington, D.C., 20515

The Honorable Peter A. DeFazio
U.S. House of Representatives
Chairman, Subcommittee on Highways and Transit
Washington, D.C., 20515

RE: ARRA 2009
LEG: (Economic Stimulus)

Dear Chairmen Oberstar and DeFazio:

In accordance with your Letter of February 27, 2009, the Hampton Roads Metropolitan Planning Organization (HRMPO) on March 18, 2009 approved the attached list of transportation projects for funding under the ARRA of 2009. The project description, long-range plan and TIP compliance as well as cost estimates for each project are included in the list.

Additional certifications regarding bid status, contract awards, on-project job creation, and project expenditures will be provided in the near future by the Commonwealth of Virginia.

Sincerely,

Dwight, L. Farmer, P.E.
Executive Director/Secretary

DLF/kg

Attachment

cc: Pierce R. Homer, Secretary of Transportation

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #12: CONGESTION MANAGEMENT PROCESS – THE STATE OF
TRANSPORTATION IN HAMPTON ROADS: FINAL APPROVAL**

As part of the Congestion Management Process (CMP), HRMPO staff produces *The State of Transportation in Hampton Roads* report on a biennial basis. *The State of Transportation* report includes a multitude of data on all facets of the regional transportation system, including rail, water, air, and highways. Included in the report are recent trends in transportation as well as comparisons with other metropolitan areas.

Mr. Rob Case, Principal Transportation Engineer, will brief the MPO on the final report.

The Transportation Technical Committee has recommended approval of this final report for distribution.

Separate Enclosure

RECOMMENDED ACTION:

Approve final report for distribution.

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #13: FOR YOUR INFORMATION

- A. The minutes of the February 4, 2009 Transportation Technical Committee meeting are attached.

Attachment A

- B. The minutes of the February 11, 2009 Hampton Roads Metropolitan Planning Organization Annual Retreat are attached.

Attachment B

- C. The summary notes of the February 19, 2009 Transportation Technical Committee Economic Recovery Technical Working Group meeting are attached.

Attachment C

- D. The minutes of the March 4, 2009 Transportation Technical Committee meeting are attached.

Attachment D

- E. HRMPO Treasurer's Report

Attachment E

- F. TTC Report on the Hampton Roads Transportation Alternatives Project Performed by VMASC

The Hampton Roads Transportation Alternatives Project was presented by staff of the Virginia Modeling and Simulation Center (VMASC) to the MPO Board during its meeting on January 21, 2009. After the presentation, the Board requested that the presentation be made to the Transportation Technical Committee and that the Transportation Technical Committee provide its comments to the Board on the technical aspects of the project.

The TTC received the presentation during its meeting on February 4, 2009, and the full report on the project was made available via the HRMPO website. Transportation Technical Committee members were asked to review the report and provide any comments they had to MPO staff by February 13, 2009.

Comments were received by TTC representatives from Hampton, Norfolk, Portsmouth, and HRT. Those comments are attached.

Attachment F

G. Public Comments

Public comments received by MPO staff since the last MPO Board meeting are attached.

Attachment G

H. Candidate Project for the Supplemental Discretionary Grant Program under the American Recovery and Reinvestment Act

Attached are letters from the Greater Norfolk Corporation to Governor Tim Kaine and Secretary of Transportation Pierce Homer recommending the inclusion of the I-564 Connector as one of the candidate projects for the Supplemental Discretionary Grant Program under the American Recovery and Reinvestment Act of 2009.

Attachment H

SUMMARY MINUTES

HAMPTON ROADS TRANSPORTATION TECHNICAL COMMITTEE

Meeting of February 4, 2009

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)
Michael Stallings (IW)	Jayne Whitney (HRT)
Eric Stringfield (VDOT)	Lynn Allsbrook (H)
Tom Slaughter (NN)	Anne Ducey-Ortiz (GC)
Richard Hartman (POR)	Mark Schnauffer (VB)
Tony Gibson (VDOT)	Mark Yehlen (POR)
Jeff Raliski (NO)	Richard Drumwright (WATA)
Amu Inman (VDRPT)	Al Riutort (NN)
Peter Stephenson (IW)	Mark Shea (CH)
Joseph Carter (POQ)	Keith Cannady (H)
Michael King (NN)	Kevin Abt (VPA)
Earl Sorey (CH)	Sherry Earley (SU)
Guzin Akan (NO)	Travis Campbell (VB)
Robert Gey (VB)	John Veneziano (H)
George Brisbin (POR)	Steven Hicks (JC)
Kristin Mazur (IW)	Unwanna Dabney (FHWA)
Gary Walton (CH)	Amy Probsdorfer (NAVY)
Scott Mills (SU)	

OTHERS:

Ray Taylor (FHR)	Irene Shuman (VDOT)
Chris Voight (VDOT)	Ron Hodges (TRAFFIX)
Karen Waterman (HRT)	Mike Robinson (VMASC)
Adam Jack (VDOT)	Amanda Christon (NO)
Ray Hunt (VDOT)	Mary Moynihan (CITIZEN)
Jenny Jackson (NAVY)	Karen McPherson (KH)
Nian Raof (VDOT)	Carl Jackson (NN)
Jaqueline Kassel (NN)	Asad Khattak (ODU)
Vincent Riccio (KH)	Stephen Rowan (VDOT)
Emmanuel Darko (VDOT)	Stephen Brich (VDOT)
Bruce Duvall (VDOT)	Jadeth Yopez (FHWA)
Douglas Murl (DSM)	Terri Boothe (CITIZEN)
Richard Lockwood (VHB)	Jane Hill (IW)
Tim Rayner (PB)	Sam Davis (VDOT)
Roger Richman (HRCC)	Chuck Cayton (BAG)

STAFF:

Keith Nichols
Mike Kimbrel
Dale Stith
Joe Paulus
Sam Belfield
Andy Pickard

Camelia Ravanbakht
Jessica Banks
Rob Case
Dwight Farmer
Laura Surface

Mr. Raliski opened the public comment period and noted that no one had requested to speak. He asked if anyone from the public wished to speak and there were none.

Mr. Raliski asked for any introduction of new members or visitors. Mr. Slaughter introduced Ms. Jaqueline Kassel; Mr. Stringfield introduced Mr. Sam Davis, Mr. Emmanuel Ofori-Darko and Ms. Nian Raof; and Ms. Mazur introduced Ms. Jane Hill.

1. SUMMARY MINUTES OF JANUARY 6, 2009

Mr. Raliski noted the minutes of January 6, 2009 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 #92212, I-64 Corridor Environmental Study, to the FY 2009-2012 TIP. He explained that for project UPC #92212, the purpose is to conduct the environmental studies associated with improving the I-64 corridor between mile post 242 (Route 199) and mile post 200 (I-295). During discussion, Mr. Cross asked if the widening would occur inside or outside of the median and Mr. Stringfield responded that one of the purposes of this study is to make that determination. Following further discussion, Mr. Stringfield moved that the FY 2009-2012 TIP be amended as he requested. Mr. Allsbrook seconded the motion and it was approved.

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

Ms. Whitney explained that HRT received a CMAQ allocation of \$500,000 to provide express bus service in an effort to mitigate the traffic congestion expected to occur as a result of the Jordan Bridge closing. She stated that the service began on November 10, 2008, but was discontinued as of January 26, 2009 due to insufficient demand. Ms. Whitney requested that the allocation associated with this project be reduced to the \$130,000 estimated cost of the service during its operating period and return the remaining \$370,000 to the FY-08 CMAQ program. During discussion, Mr. Slaughter noted that the \$130,000 cost seemed high given only 90 days of service. Ms. Whitney replied that the cost estimate is based on the HRT cost allocation model for that service. Mr. Sorey added that HRT was asked to operate the service at 15 minute intervals, which would make the cost significantly more than a typical 30 or 60

minute headway. Following further discussion, Ms. Whitney moved that the FY 2009-2012 TIP be amended to reduce the CMAQ allocation for the Jordan Bridge Express Bus project from \$500,000 to \$130,000. Mr. Sorey seconded the motion and it was approved.

4. HAMPTON ROADS TRANSPORTATION ALTERNATIVES PROJECT: VMASC

Mr. Mike Robinson of VMASC made a detailed presentation of the results of the analysis of the ability of six transportation alternatives to reduce traffic congestion associated with the Hampton Roads Bridge Tunnel. He described the alternatives that were to be evaluated and stated that simulation tools were used to examine current traffic conditions and those expected in the year 2030. Mr. Robinson then reviewed the components of the analysis for sixteen total scenarios and discussed the impact on the peak hour volume to capacity ratios in 2030 of the road segments included in the various alternatives. Mr. Robinson concluded his presentation by noting three primary study conclusions: taking no action should not be an option; of the six proposed alternatives, only the 3rd Crossing appreciably improves conditions at the HRBT; and only expanding the HRBT can relieve both recurrent and incident-induced congestion at the HRBT. Discussion ensued regarding technical aspects of the VMASC analysis and Ms. Ravanbakht noted that the MPO Board has requested a report on the technical aspects of the project. Following further discussion, Mr. Riutort stated that inasmuch as most of the TTC has not had an opportunity to review the VMASC report, that the TTC members review the report and provide comments back to the HRMPO staff such that a technical response for the MPO Board can be reviewed by the TTC in March. Ms. Ravanbakht concurred and requested that the comments be submitted by February 13, 2009. No other action was taken.

5. IMPLEMENTATION OF PROFESSIONAL LICENSURE (PE) SEALING AND SIGNING

Mr. Emmanuel Orfori-Darko, VDOT District Location & Design Engineer, gave a detailed presentation on VDOT's sealing and signing procedures that will go into effect in March, 2009. He stated that the implementation date to begin signing is March 1, 2009 and this new procedure will impact any project with a scheduled advertisement date in August 2009 or later. Mr. Darko stated that implementation requirements include digital certification, electronic seal, all plan sheets to be signed and sealed, only the title/cover sheet of reports to be signed and sealed, and design exceptions to be signed and sealed. He noted that VDOT will use digital signatures to sign and seal plans and will use Access Certificates for Electronic Services or ACES, digital certificates. Mr. Darko also stated that PDF files will become the official format for plan submittals instead of TIFF files to accommodate digital signatures and stamps, and that engineering documents requiring a signature and seal will also need to be in PDF format. He concluded his remarks by noting that possible impacts on VDOT's partners are that projects advertised by VDOT will be expected to meet VDOT's final deliverable product for advertisement, i.e. a PDF with secure seals, and that consultants working for VDOT will be required to purchase and use ACES

Certificates. During discussion, Mr. Slaughter asked if local governments that administer their projects are required to follow VDOT's procedures. Mr. Darko replied that VDOT's procedures do not need to be followed, but whoever develops plans and documents for advertisement must ensure that those plans and documents are signed and sealed. Following further discussion, no action was taken.

6. TRANSIT VISION PLAN UPDATE

Mr. Case provided an update on the development of the Transit Vision Plan for Hampton Roads, including a review of the timeline of work completed since the HRMPO received the request from DRPT in February, 2008 to develop the Transit Vision Plan. He stated that the consultant is currently finalizing the draft Plan, which is to be completed by February 11, 2009. It will then be emailed to the Public Transportation Plan Technical Committee (PTPTC), posted to the website, and a 30 day public review will begin. Mr. Case stated that there will be public meetings held simultaneously at both HRT offices from 4:00 to 7:00 PM February 24, 2009, to receive comments on the draft Plan. The final draft Plan will then be presented to the TTC and MPO in March for approval. Following a brief discussion, no action was taken.

7. CMAQ AND RSTP FUNDING REDUCTIONS

Mr. Kimbrel described the reallocation of FY 2010 CMAQ and RSTP funds that he negotiated following the notice from VDOT that due to reductions in Federal revenues, the HRMPO was "over-programmed" for CMAQ and RSTP in FY 2010. He added that staff was requested to determine how the deficits should be addressed in the Revised FY 2009-2014 Six Year Improvement Program and provide that information to VDOT no later than January 30, 2009. Mr. Kimbrel stated that he worked with HRT to resolve the RSTP over programming and with Newport News with regard to the CMAQ over programming. He noted that in both cases, projects were identified that could accommodate a shift in funding from FY 2010 to either FY 2009 or FY 2011 without jeopardizing the project status. Mr. Kimbrel thanked HRT and Newport News for their willingness to help resolve this issue in a timely manner. He concluded his remarks by stating that these modifications can be handled in the TIP as Administrative Modifications since the funding for the affected projects has not been changed, but rather has been reallocated to different years. No action was taken.

8. 2030 LONG-RANGE TRANSPORTATION PLAN AMENDMENTS

Ms. Unwanna Dabney, FHWA, explained that following the Virginia Supreme Court ruling regarding the Hampton Roads and Northern Virginia transportation authorities and its implication for the financial constraint of the 2030 LRP, FHWA issued a position statement that the Hampton Roads 2030 LRP would still be considered to be valid, but would be frozen in the sense that any amendment to the LRP would require a new demonstration of financial constraint. She stated that regarding the question of bridge replacements in the LRP, there is a

difference between what FHWA recommends be in a long range plan and what is required to be in a LRP. Ms. Dabney noted that FHWA recommends that all improvements in a metropolitan area be included in the long range plan. However, FHWA requires that all projects that require a Federal action must be included in a LRP. Ms. Dabney further explained that if a bridge replacement project did not use Federal funds, did not require any Federal environmental action, or is exempt from air quality conformity, an LRP amendment would not be required. Ms. Dabney stated an example would be the Jordan Bridge replacement proposal, noting that it is a replacement/reconstruction project and no Federal funds are involved and no Federal environmental action is anticipated so FHWA could not invoke the no amendment policy. She also reviewed from the Federal regulations those instances when an amendment to the LRP is required and when a LRP can be modified administratively. Mr. Case then asked if the Lesner Bridge project could be added to the 2030 LRP as an Administrative Modification and Ms. Dabney replied in the negative because FHWA has said that the Lesner Bridge project will require some National Environmental Policy Act (NEPA) action. Discussion then evolved into the effect that the proposed Economic Recovery Program funding will have on the LRP. Mr. Hicks asked how FHWA is preparing to assist Virginia in carrying out the Economic Recovery Program and Ms. Dabney replied that the Virginia Division has been instructed to give top priority to carrying out any Economic Recovery projects. Following further discussion, Mr. Raliski recommended that the TTC formally move to the next agenda item. No other action was taken.

9. ECONOMIC RECOVERY PROGRAM FOR TRANSPORTATION

Ms. Ravanbakht explained that staff has been in discussion with VDOT and the Secretary of Transportation on how a list of projects will be developed in response to this pending legislation. She also noted that a starting point might be the list of 33 projects that were recently removed from the revised Six Year Improvement Program. Following a general discussion, Ms. Ravanbakht suggested that the group that functions as the CMAQ/RSTP project selection committee convene next week to develop a list of regional projects that would satisfy the Economic Recovery Program requirements, such as they are known at this time. Mr. Stringfield then stated that the Secretary of Transportation's office has said it will address how Virginia will identify projects to be funded with Stimulus funds. He added that VDOT will have a list of projects and is not requesting or accepting candidate projects from other entities. Ms. Dabney stated that whatever list of projects is developed, the MPO will have to approve any Economic Recovery funds to be implemented in Hampton Roads, adding that it doesn't matter if the list is developed by the TTC, VDOT or an individual local government. Further discussion ensued, leading to the question of whether or not to meet to discuss strategies and potential projects to be considered. A show of hands indicated the desire hold the meeting. Mr. Stringfield then stated that for the record, VDOT abstained from the vote and would not be in a position to discuss specific projects at that meeting. He added that VDOT will not be ready to discuss specific projects until it knows how much funding will be available. Following further debate, it was agreed that the

subcommittee be available to convene on short notice if information on project lists, ground rules for funding, etc., becomes available. No other action was taken.

10. FOR YOUR INFORMATION

Mr. Raliski noted the various items listed in the agenda package. No action was taken on any of the FYI items.

11. OLD/NEW BUSINESS

- A. Ms. Whitney stated that based on discussions with FTA, HRT anticipates receiving additional transit funding under Section 5307 as part of the American Recovery and Reinvestment Act of 2009. She stated that in an effort to be proactive in responding to these funds HRT is requesting that an additional \$6 million of Section 5307 funds be added to the Fixed Guideway Alternatives Analysis/Draft Environmental Impact Statement/Right of Way (AA/DEIS/ROW) for Virginia Beach and Naval Station Norfolk. She noted that this is the same project that received funding in January from the reallocation of RSTP funds associated with the Peninsula Light Rail project. Ms. Whitney then made her request in the form of a motion. Mr. Brisbin seconded the motion. During discussion, Mr. Raliski asked VDOT and FHWA if there is any issue with listing funds in the TIP that are not yet technically available. Both agencies responded that this should not be a problem. The motion was then approved.
- B. Mr. Stringfield stated that in regard to the discussion last month concerning the Annual Listing of Obligated Projects, VDOT has submitted a resorted list of annual obligations to the MPO staff for posting on the HRMPO web site. No action was taken.

There being no further business, the meeting adjourned at 11:58 a.m.

**Summary Minutes
Metropolitan Planning Organization (MPO) Retreat
February 11, 2009**

Chairman Bruce Goodson called the Retreat of the Hampton Roads Metropolitan Planning Organization (HRMPO) to order at 10:02 a.m. in the HRPDC Board Room with the following in attendance:

MPO VOTING MEMBERS:

Bruce C. Goodson, Chairman (JC)	Paul D. Fraim (NO)
James O. McReynolds, Treasurer (YK)	Douglas L. Smith (PO)
Alan P. Krasnoff (CH)	Gordon C. Helsel, Jr. (PQ)
Brenda G. Garton (GL)	Louis R. Jones (VB)
Randall L. Gilliland (HA)	Dwight L. Farmer (HRMPO)
Stan D. Clark (IW)	Michael S. Townes (HRT)
Joe S. Frank (NN)	Dennis W. Heuer (VDOT)
Mark D. Rickards (WATA)	

MPO NONVOTING MEMBERS:

Jerry A. Bridges (VPA)	Unwanna Dabney (FHWA)
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ADDITIONAL RETREAT PARTICIPANTS:

Amar Dwarkanath (CH)	Linda T. Johnson (SU)
W. Douglas Caskey (IW)	James K. Spore (VB)
John Rowe (IW)	Mike Kimbrel (HRMPO)
Sanford B. Wanner (JC)	Camelia Ravanbakht (HRMPO)
Randy Hildebrandt (NN)	Ivan Rucker (FHWA)
Jeff Raliski (NO)	Brian Betlyon (FHWA)
Dave Callis (PQ)	Jeff Florin (VPA)

FACILITATORS:

James Oliver	Betsy McBride
Suzanne Puryear	Roger Richman
Chris Bonney	Clyde Hoey

OTHERS RECORDED ATTENDING:

Earl Sorey (CH); Keith Cannady (HA); Anne Odell (NO); Terri Boothe, John Gergely, Marty Moynihan, Bob Osmon - Citizens; Irene Shuman, Christopher Voigt, Horace Welsh - VDOT; Dana Dickens - HRP, Ron Hodges - HRT; Jim Carr, Ray Taylor, Vince Thomas - FHR; Richard Lockwood - VHB; Chuck Cayton - RK&K, Karen McPherson - Kimley-Horn; Staff: Jessica Banks, Sam Belfield, John Carlock, Rick Case, Robert Case, Kathlene Grauberger, Jim Hummer, Rob Jacobs, Brett Kerns, Keith Nichols, Joe Paulus, Kelli Peterson, Andy Pickard, Dale Stith and Chris Vaigneur.

PUBLIC COMMENT PERIOD

Chairman Goodson noted there were no citizens presently signed up to address the MPO members. However, time would also be made available at the end of the meeting.

Mr. Farmer stated this was the first time the HRMPO Board has held a facilitated retreat. He thanked everyone for attending today's retreat and then introduced James Oliver, the facilitator team leader. The remaining facilitators were also introduced as Suzanne Puryear, President of the Planning Council, Roger Richman, Professor Emeritus in Urban Studies and Public Administration at Old Dominion University, and Betsy McBride, Executive Director with the Hampton Roads Center for Civic Engagement (HRCCE). HRCCE Vice Chairman Clyde Hoey and Chris Bonney, also of HRCCE, were asked by the facilitator team to assist.

Mr. Farmer continued his opening remarks by giving a demonstration regarding teamwork. He stated the HRMPO can face challenges by restructuring itself and working together to build a better MPO. He encouraged the MPO to think in terms of solutions rather than in terms of debating the hurdles and challenges facing the Board. Lastly, he asked the Board members to examine the positive aspects of the challenges ahead because the MPO has accomplished more than expected in the past eight months. He concluded by stating that when all is said and done, the Board will have created its own Best Practices.

Mr. Oliver stated the theme for the MPO Retreat was "Reform – Transform – Transcend." He stressed the Board needed to tap its unlimited resources of imagination and creativity. The first question for the retreat today is how can the Board help the MPO contribute to making Hampton Roads a competitive region and how can it be accomplished. As a starting point, he outlined a chart representing the MPO in three sections: reform, transform, and transcend. Most of the work that has been accomplished to date has been of the reform nature. The reform began six months ago and the case for fundamental change has been made. The Federal audit listed eleven corrective actions, and a best practices study, conducted by an outside firm, ranked the HRMPO last in a peer group of thirty eight. Today's focus needs to be on decisions that are beneficial to the region as a whole.

Ms. Puryear then focused on the ground rules of the retreat. She stated in order to succeed, all needed to participate and that respect around the table would be a must. She further stated that today was a day of deliberations, and the decisions made would either be placed into an action category, a park category, or a subcommittee/staff category. Finally, staying focused and on task will be key to a productive retreat.

She stated that in order to realize a vision, one must be able to articulate that vision. To better understand the vision for Hampton Roads, the Board was asked to complete the following sentence: “The full potential of the MPO will be realized when...” After the completion of this exercise, Ms. Puryear presented the results.

From these results, the following themes were discussed:

- collaboration
- public trust
- regional over local priorities
- actual outcome
- leadership through the MPO
- funding
- credibility with all

Ms. Puryear stated the MPO had essentially created its own vision. She perceived the MPO voicing its need to be a collaborative organization that holds the regional interests above local interests, one that is concentrated on outcomes and that generates credibility and public trust. Therefore, funding will follow and the MPO clearly sees itself as providing the leadership for this vision. She stated the next step is to take these lofty goals and make them reality.

Mr. Gilliland suggested the information just accumulated be crafted together, either by the facilitators or MPO staff, into a true vision statement. Once this has been accomplished, performance measures should be added.

(Mr. Bridges departed. Mr. Florin took his place at the table.)

Mr. Richman took over the retreat for the next session. He stated the Best Practices Study found MPOs moving into a new and more important role and that federal aid is now funneling through the MPOs. The MPO Board is comprised of local elected officials that must think and act regionally for the MPO to succeed. For the next several minutes, Mr. Richman felt it was worthwhile for the Board to discuss this paradox. The Board was split into three random groups to explore what practical and political consideration do the MPO members face in serving on the board. Staff and the facilitators will listen and help as needed. The public will participate as a fourth group with Ms. McBride as the group leader.

Ms. Puryear called the Board back together to summarize the individual group findings. Ms. Glen-Cuffee stated Group 1 utilized the Hampton Roads Transit Authority (HRTA) as a reference in its discussion. One main topic was regarding whether citizens were ready for regionalism and how to engage a wide variety of public participation. Finally, the conversation turned to the MPO and regionalism and who should represent the face of regionalism in Hampton Roads and how the individual localities fit in.

Mr. Townes representing Group 2 stated his group looked at practical and political considerations and possible solutions. It is difficult to be an elected official in a jurisdiction and also be an MPO Board member where one must try and shed that set of local responsibilities. Another practical consideration is the level of information from VDOT and whether it should ask for more regional input in its decision making. He noted the HRMPO will have reached its potential when it is confident enough to challenge VDOT. Finally, the MPO will take care of itself if it can engage the public; however, in the history of the MPO that has been a deficit. Solutions included more involvement from the General Assembly, more timely information from VDOT, more public participation, and more confidence in general as an MPO.

Mr. Gilliland as representative of Group 3 reported it touched on many of the same issues as the other two groups. The group discussed building a network for communication amongst current MPO Board members. It was suggested that perhaps each jurisdiction could have an MPO expert who could advise its board members when necessary. It was deemed absolutely necessary to engage the public. Communicating the MPO Vision to the public is essential and to the degree to which it can explain to them that the MPO is the federally recognized entity, and if the public cares about mobility, it must care about the MPO. New MPO Board members should be orientated into the MPO process and be a member through at least one transportation plan, a term of four years. Finally, Mr. Gilliland stated the MPO should be more engaged at the state and federal levels and needs to have a more powerful presence.

Mr. Oliver stated the next step in the retreat process was to move forward and transform these ideas into reality. He proceeded with the outlined agenda and reminded the members that after discussing each agenda item, a decision should be made on whether to vote on the action at the March MPO meeting, park the idea and investigate further, or delegate it to staff or the MPO Committee for further discussion.

CONSENSUS VOTING

Mr. Farmer stated the MPO Staff, as well as the Best Practices Study, recommended the MPO Board adopt a consensus voting plan. Consensus voting is a plan that strives for agreement among the Board members and not based on percentage voting. Two criteria that must be recognized in order to achieve consensus voting are: the members voting for the action must represent a simple majority of the total number of voting members on the Board and that those members representing a local government voting on an action agenda item must cumulatively represent at least 66% of the population of the metropolitan planning area based on official figures of the Weldon Cooper Center for Public Service.

Mr. Farmer explained that no one jurisdiction would have veto power over the other localities with this plan. Mayor Frank stated consensus voting is a good idea but the percentages might have to be refigured. Mr. Gilliland also agreed that consensus voting is a good plan for the MPO but cautioned the MPO does not want a watered down solution in order to achieve consensus. He noted there was an issue that needed to be addressed regarding the appointment of General Assembly members to

the MPO Board, whether that be voting or non-voting, and how that would affect the percentages. Mr. Farmer explained the percentages only apply to local elected officials. He commented that if the MPO Board votes to have members of the General Assembly as voting members, the two tier voting system would help protect the sovereignty of the local elected officials.

Mayor Fraim commented that consensus voting is a good plan and it had his support. Mr. Townes questioned the voting plan if a time sensitive action needed to be addressed. Mr. Heuer stated the MPO has not had any contentious action votes and this proposed voting plan is a good compromise to the 1 vote 1 representative vote along with the added safeguard of percentages.

Mr. Gilliland stated the Best Practices Study found evidence that weighted voting was not used by peer MPOs and that it was based on fear and the need for control. He believed the greatest symbol for regionalism would be if the MPO would adopt the 1/1 ratio vote. Chairman Goodson replied that for an item to pass there would have to be a majority vote. This voting plan is to make what the MPO wants to do even better. Mr. Gilliland stated the largest community plus one other could veto any item. After much discussion on the issue, Mayor Frank suggested a three tier voting system rather than the plan already proposed. He suggested the first criterion stay as written, revise the second tier to reflect 66% of the population as opposed to the jurisdictions, and add a third criterion of 60% of the jurisdictions. By revising the plan in this manner, it would best suit everyone.

Ms. Dabney asked Mr. Farmer if there was a reason for choosing the 66% number versus another percentage. For example, when an MPO is redesignated, the agreement must be between the Governor and the local governments representing 75% of the population. Mr. Farmer replied that 75% was not chosen because it could give a single locality veto power and staff did not think that was appropriate.

After more discussion, it was decided to take the three tier option for Consensus Voting to the MPO Board for approval on March 18, 2009.

CHIEF ADMINISTRATIVE OFFICERS AS ALTERNATIVE VOTING MEMBERS

Mr. Farmer stated that the Chief Administrative Officers (CAOs) who have heretofore been, in some communities voting members at one time on the MPO Board. Early discussions in the MPO Committee favored having only elected officials as MPO voting board members. The question now is whether the CAOs should be the alternate voting members for the localities.

Mayor Frank commented that two issues were raised at the MPO Committee. The Committee thought the elected officials should be the final decision makers regarding projects. Mayor Frank noted the MPO needs continuity with people with historical knowledge and who understand the process. With the CAOs as the alternates, there would be that wealth of knowledge at the table. He believed it would be more effective representation for the communities. However, the downside would be the suggestion of conflict of interest. Chairman Goodson asked Mr. Rucker if he saw any conflict of

interest. Mr. Rucker replied he did not. Mr. Farmer stated he did believe the Federal Highway Administration (FHWA) would have a problem, if in any given meeting, the majority of those voting were the CAOs. Ms. Dabney agreed and commented that the regulations called for elected officials as members of the MPO. She also noted the alternates should be knowledgeable but it would not be advised to have the alternates be primarily the CAOs. Mayor Frank stated that concern could be covered in the MPO Bylaws. Mayor Fraim stated that in the past the MPO has been criticized because it had too many CAOs on the Board. Mr. Hildebrandt suggested the CAO, as an alternate, could vote but only as a proxy on behalf of its elected official. Mayor Krasnoff disagreed stating to give the MPO better credibility; the alternates should be elected officials. Mr. McReynolds stated having elected officials as alternates is the best solution and suggested the CAOs be nonvoting members that sit at the table. After more discussion, it was decided the alternates be elected officials with the CAOs as nonvoting members. This decision will be brought to the MPO Board for approval at the March 18, 2009 MPO meeting.

(Mr. Bridges returned to the table.)

(Mr. Hildebrandt departed.)

ADDITIONAL STAKEHOLDERS TO SERVE ON MPO BOARD

Mr. Farmer stated the question under this agenda item is whether additional stakeholders should be added to the MPO Board as members and, if so, should additional stakeholders be included as voting or nonvoting members. Mr. Farmer commented the group just decided to have the CAOs as nonvoting members of the MPO Board. He noted the members of the General Assembly (GA) would be the main item of discussion within this topic. The MPO Committee had discussed adding two members of the General Assembly but had not decided on voting or nonvoting status. Originally, Senator John Miller introduced legislation to mandate seven GA members to the MPO Board as voting members. Mr. Farmer advised Senator Miller that the MPO Board and Committee had made substantial progress with this issue. He further advised him that the MPO Board, in striving to protect the decision making ability of local elected officials, had considerable consternation as to how many non local elected officials should have votes on the Board. Mr. Farmer informed him that as MPO Staff, he would recommend for consideration having up to four GA members on the MPO Board as voting members. He was concerned that if the MPO gave the GA members nonvoting status, the members would not want to attend the MPO meetings. On the positive side, if the members are voting members, more are likely to consistently attend the MPO meetings, give and receive input, and develop a professional relationship with them.

Chairman Goodson stated that as Chairman, he attended the last two Hampton Roads Caucus meetings to answer questions. Many of the Caucus members seemed very interested and were supportive of legislation that would force the MPO to have General Assembly voting members. When Senator Miller indicated he would withdraw his legislation, Chairman Goodson informed him that he would advocate for four GA voting members.

Mr. Farmer stated that with five stakeholders within a non-weighted voting scenario, 75% of the vote would be local elected officials. With three GA members added to the table, there could be up to 38% of non local voting members. However, with the three tier voting system being proposed at the March MPO meeting, Mr. Farmer believed the issue be a moot point. It was pointed out that Northern Virginia does have voting General Assembly members on its MPO Board. Ms. Dabney commented there was not a high participation rate with the GA members and only when there was a high priority vote, did they usually partake in the MPO meetings.

Mayor Fraim asked what other stakeholders were recommended by the MPO Committee to be on the MPO Board. Mayor Frank stated the nonvoting members previously agreed to by the MPO Committee were:

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

Mayor Frank also outlined the recommended voting members of the MPO Board as follows:

- The thirteen local jurisdictions
- Williamsburg Area Transit Authority (WATA)
- Transportation District Commission of Hampton Roads (HRT)
- Virginia Department of Transportation (VDOT)
- Virginia Department of Rail and Public Transportation (VDRPT)
- Virginia Port Authority (VPA)

Mayor Frank believed in order to have effective General Assembly participation, the MPO needs to give them voting rights. He commented the State would be inclined to necessitate this also, and the MPO Chairman and Staff are recommending it as well. The intended plan was to have two delegates, however, that has changed since the conversation with Senator Miller.

Chairman Goodson interjected that Northern Virginia has four General Assembly voting members on its MPO Board.

Mr. Gilliland stated that with adding two voting General Assembly members to the Board, the local jurisdictions would have 65% of the vote. Mr. Farmer noted the 75% criterion was in place before the recommendation of the three tier voting system.

Mr. Gilliland commented the MPO Committee used the Best Practices Study as a guideline to recommend the MPO voting members. Ms. Dabney stated federal

regulations require representatives of agencies that operate major modes of transportation in a region, as well as state transportation officials, be members of the MPO. Mayor Frank noted the MPO Committee complied with these regulations as it was making its recommendations and one of its goals was to have the local jurisdictions control 75% of the vote.

Mr. Gilliland asked how the General Assembly members would be appointed. Mr. Farmer commented Senator Miller suggested the MPO Bylaws state the Hampton Roads Caucus will appoint the General Assembly members to the MPO Board because the procedure within the General Assembly might make that challenging. With it in the bylaws, the Caucus could nominate the appropriate members. Mayor Fraim stated he would like to take Senator Miller's name out of the discussion because the MPO needs to make its own decisions. He agreed the General Assembly members should have voting rights but with the more members appointed, the less the MPO would be able to control the table. Mayor Frank suggested the original plan of two members, one Senator and one Delegate be appointed to the MPO. Ms. Dabney asked whether there would be legislation next year mandating more General Assembly members on the board if only two were appointed now. Chairman Goodson replied that he would expect that to happen. After more discussion, it was decided to recommend two voting General Assembly members to the MPO at the next meeting in March.

Chairman Goodson proposed to write the General Assembly members who were interested in the issue, inform them the MPO was considering approving two members at the next meeting, and invite them to the meeting to substantiate the case for more than two members. The group agreed to this suggestion with the Hampton Roads Legislative Caucus determining the selection process.

Mr. Farmer asked if there were any other stakeholders that should be nonvoting members on the MPO. Mr. Bridges suggested substituting the nonvoting representative from Railroads with the Chair of the Freight Committee because the Railroads are within the Freight Advisory Committee. It was also agreed to leave the Chair of the Citizens Transportation Advisory Committee as a nonvoting member.

Mr. Gilliland suggested the consideration of a first Vice Chair and a second Vice Chair for the MPO Board with the Chair and the first Vice Chair being elected officials and the second Vice Chair being one of the professional voting members on the Board. He believed the professional voting member as second Vice Chair would bring a wealth of experience and talent to the Board. Mayor Frank stated that idea would go against the plan of having elected officials at the helm if for any reason the Chair and first Vice Chair were unable to attend. It is the perception of not having an elected official in charge that might be detrimental. It was decided to defer it to the MPO Committee for further discussion.

Mayor Frank stated the MPO has not discussed how the MPO would engage the Military as a possible stakeholder. Mr. Townes commented the Military would be an important stakeholder but on an advisory committee, not the actual Board. Mr. Farmer stated there is currently a military representative on the Technical Transportation

Committee (TTC). It was decided to have MPO staff research the best way to engage the Military and to perhaps enhance its involvement on the TTC.

MPO ADVISORY COMMITTEES

Mr. Farmer stated the current MPO advisory committees consist of the Transportation Technical Committee (TTC), the Transportation Advisory Committee (TAC) and the MPO Committee. The MPO Committee will continue as there are now more issues for it to discuss. There was consensus to form the Citizen Transportation Advisory Committee (CTAC) and the Freight Transportation Advisory Committee (FTAC). Mayor Frank suggested the formation of a separate committee to engage in the public involvement discussion. He also recommended forming a legislative committee that, along with staff and liaison support, would research proposed legislation, and become more familiar with the legislative process. It was agreed to form this committee and add language to the bylaws to concur. Ms. Dabney asked if there was going to be an air quality committee formed. Mr. Farmer replied it was a State committee and therefore, was not needed. Mayor Frank suggested the TTC could take on those issues attached with air quality in its committee.

Mr. Bridges offered the services of the Virginia Port Authority regarding any funding and management of the Freight Transportation Advisory Committee. Mr. Farmer stated his appreciation to Mr. Bridges for offering the VPA's services and for his recognition of the magnitude of the commitment to these committees.

Mayor Frank interjected that after today's meeting, MPO staff will need to produce a budget that identifies what will be needed to support these ideas and realistically implement its plans. Mr. Heuer asked if these committees would stand up after the vote at the March meeting. Mr. Farmer stated staff expects to stand the committees but the committees would need bylaws before meeting. Mr. Heuer suggested implementing the CTAC as the first standing committee. Mayor Frank recommended this issue be re-addressed with the MPO Committee. It would not be advised to commit to these committees if the MPO does not have the available resources and funding to implement them. The group agreed to send this back to the MPO Committee.

MPO LEGISLATIVE LIAISON

Mr. Farmer stated the MPO is currently working with the respective locality legislative liaisons and to date, he has received weekly reports from them. It has been proposed that the MPO Board have a dedicated MPO Staff Legislative Liaison; however, since that previous discussion, the MPO's budget will not be as strong as hoped with reduction in funds from Federal Highway, Federal Transit and VDOT.

Chairman Goodson asked whether the new Public Communications and Community Outreach Manager could also take on the responsibilities of the liaison as well as its other duties. Mayor Frank and Mr. Gilliland both responded that the skills involved were of a different nature. Mr. Gilliland continued, stating the MPO needs a separate legislative liaison with a background in state and federal government. Mr. Heuer

agreed with Mr. Gilliland emphasizing the MPO would dilute the importance of the Public Communications and Community Outreach Manager with added legislative duties. It was decided to have this issue return for discussion to the MPO Committee.

MPO MEETINGS: TIMES AND ACCESSIBILITY

Ms. McBride outlined the challenge of increasing public participation with regards to MPO meeting times. She suggested the MPO should not be too fixated on the time of the meetings, but rather how the objective for increased accessibility can be met. Mr. Farmer had discussions with WHRO for meeting broadcasts on WHRO World and also having the meetings it available for citizens with and without cable. For eleven months of meetings, the cost would be approximately \$100,000. He also stated the City of Chesapeake produced "camera ready meetings" for distribution for \$2,500 a month for the Hampton Roads Transportation Authority last year. Live video streaming would not be much of an option because it still does not address the issue of public accessibility. Mr. Heuer suggested an evening meeting once a quarter or once every six months with a varied location. Mayor Frank stated he would advocate this plan, however, consistency would be lost if the meetings were constantly moved. He recommended the issue be re-addressed when the Committee for Public Input and Public Communications is formed. Mr. Farmer commented that Staff's intention is to have an aggressive outreach program with the Public Communications and Community Outreach Manager utilizing the new, updated public participation plan when it is completed. Mr. Townes declared the MPO meetings should be moved from the Regional Building to separate itself even more symbolically from the PDC. Mr. Rucker asked whether the MPO has investigated the cost of media equipment that could in turn be used by the Public Communications and Community Outreach Manager to record the meetings. After more discussion, it was agreed to send this issue to the Public Participation Committee that will stand up in the future.

NAMING OPTIONS FOR HRMPO

Ms. McBride led the discussion to rename the HRMPO in order for the public to better understand its purpose and objectives. Mr. Wanner stated one reason to change to a more definitive name was because the public does not understand what "MPO" means. The word "transportation" should be linked into the title. Mayor Frank suggested the HRMPO rename itself to the Hampton Roads Transportation Planning Organization (HRTPO). Discussion was held and this change was agreed upon.

MPO BYLAWS

Mr. Farmer stated the draft bylaws, based on staff's understanding of today's meeting, would be mailed a week before the March 18th MPO meeting. It was decided to have the MPO Committee meet sometime before the MPO meeting in March.

DRAFT FY 2010 UNIFIED PLANNING WORK PROGRAM

Mr. Farmer stated that work performed by the HRMPO and its staff could be found in the Unified Planning Work Program (UPWP). It includes both federally mandated

tasks and special studies. The UPWP was reformed last year and it is essentially the agreement between the HRMPO and Virginia Department of Transportation (VDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) effective July 1, 2009.

NEW BUSINESS

Chairman Goodson stated that in anticipation of the federal stimulus legislation, many MPOs are compiling a preliminary list of possible qualified projects. He asked if that had been sent to the TTC. Mr. Farmer replied the TTC has already been briefed on the economic stimulus package and its recommendation list will be presented again once the bill is signed. Mr. Townes expressed concern regarding the time frame for the projects. The projects must be in the TIP and the STIP and his advice would be to amend TIPS now in order to obligate the funds at the appropriate time. Mr. Farmer stated the TTC is ready to meet immediately after the bill is signed. A special MPO meeting may also be called.

Chairman Goodson asked for public comment at this time. There was no public comment.

Chairman Goodson thanked the facilitators for their time and talents in organizing today's meeting.

Chairman Goodson asked for a motion to adjourn. Mayor Krasnoff Moved to adjourn which was seconded by Mr. Gilliland. With no further business to come before the Hampton Roads MPO, the meeting adjourned at 3:38 p.m.

Dwight L. Farmer
Executive Director/Secretary

Bruce C. Goodson
Chairman

SUMMARY NOTES

HAMPTON ROADS ECONOMIC RECOVERY TECHNICAL WORKING GROUP

Meeting of February 19, 2009

Chairman Jeff Raliski called the Hampton Roads Economic Recovery Technical Working Group meeting to order at 1:30 P.M. in the HRPDC Board Room with the following in attendance:

Transportation Technical Committee Voting Members:

Guzin Akan, NO	Kristin McCord Mazur, IW
Lynn Allsbrook, HA	Jeffrey K. Raliski, NO
Timothy C. Cross, YK	Thomas M. Slaughter, NN
Richard Drumwright, WATA	C. Earl Sorey, Jr., CH
Sherry Earley, SU	Eric Stringfield, VDOT
Robert K. Gey, VB	Joseph Swartz, DRPT
Richard A. Hartman, PO	

Transportation Technical Committee Voting Alternates:

John E. Fowler, VB	Tammy Mayer Rosario, JC
John M. Keifer, NO	Jayne B. Whitney, HRT

Transportation Technical Committee Nonvoting Members:

Kevin Abt, VPA	Amy Probsdorfer, NAVY
Unwanna Dabney, FHWA	

Additional Attendees:

Karen McPherson, Kimley Horn	Vincent Riccio, Kimley Horn
Debbie Messina, Virginian Pilot	Ray Taylor, FHR
Jim Oliver, HRCCE	

Staff:

Camelia Ravanbakht
Mike Kimbrel
Andy Pickard

Mr. Jeff Raliski opened the public comment period, noting that no one had made a previous request to address the group. He asked if anyone from the public wished to speak but there were none.

The American Recovery and Reinvestment Act was signed on February 17, 2009. The clock for obligations starts 21 days after the bill was signed. Final guidance is expected on March 2, 2009. All projects must meet all federal requirements. Funds must be fully obligated within one year and projects must be completed within three years.

Prior to the meeting, TTC members were asked to submit a list of projects for consideration of receiving allocations from the \$41.4 million in STP funds made available to the Hampton Roads Metropolitan Planning Area. These lists were compiled and combined into a single list by MPO staff and provided to the working group attendees.

Mr. Raliski asked Mr. Eric Stringfield whether VDOT has developed a strategy for participating in the national competitive program for projects of national or regional significance. Mr. Raliski also asked whether VDOT has developed a list of projects that Mr. Stringfield could share with the group regarding the statewide portion of the Economic Recovery funds. Mr. Stringfield replied that he did not have any information to share with the group and that the Secretary of Transportation was handling this matter.

Extended discussions touched on a number of issues, including the need for VDOT to streamline its involvement in the process to reduce time delays and whether or not a portion of the funds should be taken off the top and allocated to transit projects.

After a break, the public was provided another opportunity to address the group and Mr. Ray Taylor commented that the Economic Recovery funding could be viewed as an opportunity to test MPO reforms by thinking regionally and applying the Federal planning factors and HRMPO CMAQ/RSTP project selection process methodologies.

Discussion continued with regard to whether or not to provide the region's transit operators with a portion of the STP funds. Ms. Jayne Whitney of Hampton Roads Transit and Mr. Richard Drumwright of Williamsburg Area Transit Authority, as well as members from several localities, urged the group to consider providing a portion of the STP funds to transit. Additional discussion took place about whether special consideration should be given to those localities that meet the per capita income priority criteria for "economically distressed" (Portsmouth and Newport News meet this criteria according to a map provided by the office of the Secretary of Transportation). Motions to provide STP money to transit failed.

A motion to allocate the STP funding to localities according to their portion of the region's population was made by Mr. John Keifer and seconded by Mr. Richard Hartman. The motion passed 8 to 5.

MPO staff requested that each locality provide a list of projects to be funded by their portion of the STP funds by the close of business on Monday, February 23, 2009. A compiled list will be provided for consideration by the TTC at its meeting on March 4, 2009.

Mr. Stringfield urged the group to review their cost figures, as they have traditionally come up short.

The working group asked several questions of VDOT and FHWA for which Mr. Stringfield and Ms. Unwana Dabney will obtain answers to be provided by the time of the March TTC meeting.

Mr. Stringfield will get back to the group regarding 1) using a state paving contract for the region, 2) determining how funds will pass through VDOT, and 3) investigating ways to streamline the process and reduce delays in commencing projects.

Ms. Dabney will get back to the group regarding 1) the definition of economically distressed, 2) whether federal funds can be used for local capital improvement program (CIP) projects, 3) how the funds will pass through VDOT, 4) who will be responsible for providing required reports on projects, 5) a clear definition of the term "obligate", 6) clarification of the timeline for one year to obligate and three years to construct for STP funds, and 6) how the reimbursement process would work.

The meeting adjourned at approximately 4:30pm.

SUMMARY MINUTES

HAMPTON ROADS TRANSPORTATION TECHNICAL COMMITTEE

Meeting of March 4, 2009

Chairman Jeff Raliski called the Hampton Roads Transportation Technical Committee meeting to order at 9:37 A.M. in the HRPDC Board Room with the following in attendance:

MEMBERS:

John Keifer (NO)	Tim Cross (YC)
Michael Stallings (IW)	Jayne Whitney (HRT)
Eric Stringfield (VDOT)	Lynn Allsbrook (H)
Tom Slaughter (NN)	Anne Ducey-Ortiz (GC)
Richard Hartman (POR)	Mark Schnauffer (VB)
Tony Gibson (VDOT)	Mark Yehlen (POR)
Jeff Raliski (NO)	Richard Drumwright (WATA)
Joe Swartz (VDRPT)	Al Riutort (NN)
Reed Nester (W)	Mark Shea (CH)
Joseph Carter (POQ)	Keith Cannady (H)
Michael King (NN)	Kevin Abt (VPA)
Earl Sorey (CH)	Sherry Earley (SU)
Guzin Akan (NO)	Travis Campbell (VB)
Phil Pullen (VB)	John Veneziano (H)
George Brisbin (POR)	Steven Hicks (JC)
Kristin Mazur (IW)	Unwana Dabney (FHWA)
Gary Walton (CH)	Amy Probsdorfer (NAVY)
Scott Mills (SU)	Robert Lewis (SU)

OTHERS:

Ray Taylor (FHR)	Irene Shuman (VDOT)
Carol Russell (HRT)	Ron Hodges (TRAFFIX)
Karen Waterman (HRT)	Adam Jack (VDOT)
Ray Hunt (VDOT)	Karen McPherson (KH)
Carl Jackson (NN)	Jaqueline Kassel (NN)
Stephen Brich (VDOT)	Terri Boothe (CITIZEN)
Tim Rayner (PB)	John Hendrickson (PB)
Jim Oliver (HRCCE)	Chuck Cayton (RK&K)
Stephen Brich (VDPT)	Beverly Walkup (IW)
John Gergely (CITIZEN)	Vince Thomas (FHR)
Bob Matthias (VB)	Rob Brown (NO)
Jummy Olabanji (WTKR)	Brian Caldwell (WTKR)

STAFF:

Keith Nichols	Camelia Ravanbakht
Mike Kimbrel	Jessica Banks
Dale Stith	Rob Case

Joe Paulus
Sam Belfield
Andy Pickard

Dwight Farmer
Laura Surface

Mr. Raliski asked for any introductions of new members or visitors and there were none.

Mr. Raliski opened the public comment period and noted that no one had requested to speak. He asked if anyone from the public wished to speak and there were no requests.

1. SUMMARY MINUTES OF FEBRUARY 4, 2009

Mr. Raliski noted the minutes of February 4, 2009 and asked for any corrections. There being none, Mr. Raliski declared the minutes approved as submitted.

2. AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Mr. Kimbrel gave a brief review of the transportation funding provided by the American Recovery and Reinvestment Act (ARRA) of 2009. He stated that of the \$27.5 billion for highway funding nationwide, Virginia's portion is \$694 million, of which \$21 million is for Enhancement projects, \$208 million is to be distributed by federal STP population formula, and \$465 million is available for statewide projects. Mr. Kimbrel then stated that the Hampton Roads MPO portion of the \$208 million is approximately \$41million and is allocated as RSTP funds. He also reviewed the distribution of \$8.4 billion in public transportation funding nationwide and the \$1.5 billion nationwide Discretionary Grant program administered by the Office of the Secretary of Transportation. Mr. Kimbrel noted that for the February 19, 2009 Working Group meeting, each locality and transit agency was asked to submit a list of projects for funding under ARRA and the total was over \$500 million. He reported that during that meeting it was agreed that given available guidance and the limited timeframes associated with the ARRA funding that the approximately \$41million in ARRA funds would be suballocated based on locality population. The localities were then asked to provide an updated list of projects to be funded with their portion of ARRA funds. Mr. Kimbrel noted that at the time, MPO staff was using an estimate of \$41.4 million as the HRMPO share of the ARRA funds, but has since learned that the HRMPO portion is \$41.04 million, and as such each locality's share is slightly less than originally portrayed. Discussion then began regarding both the list of projects developed at the February 19th meeting for use of the \$41 million and the list of projects to be submitted for consideration by VDOT for use of the \$465 million statewide. Mr. Raliski asked that the two issues be kept separate and requested that the HRMPO RSTP funds be settled first. Ms. Whitney then made a motion to approve the list of projects contained in Attachment 2C of the agenda package, reflecting an adjustment to the regional transit funding request to include \$1 million for preventive maintenance, \$0.65 million for bus shelters and street furniture, and \$0.35 million to fund the WATA GPS/AVL system, for a total regional transit package of \$2 million. Mr. Riutort seconded the motion. During discussion, it was noted that the transit request represented by Item #29 on the

list of projects in Attachment 2C, and modified by Ms. Whitney in her motion, was not approved by the working group on February 19th and as such, the suballocations to the jurisdictions would need to be adjusted to incorporate the \$2 million requested by Ms. Whitney. Mr. Drumwright also stated that if the motion to include a regional transit package of projects, including the WATA GPS/AVL system, is approved, the funds provided by Williamsburg, James City and York to partially fund WATA's project in Item #24, would be returned to those localities. Mr. Schnauffer then offered an amendment to Ms. Whitney's motion to allow Virginia Beach to reprioritize its list of submitted projects by adding a new project as an option 2, Mr. Hartman seconded the motion and Ms. Whitney stated that such an amendment was acceptable. Ms. Ducey-Ortiz stated that she had just become aware that Gloucester was eligible to participate in these funds and asked if the apportionment for Gloucester could be held while she works with her VDOT representative to identify their projects. Mr. Kimbrel replied that placeholders have been provided for Gloucester, Poquoson and Isle of Wight, all of whom wish to submit projects. Following further discussion, Mr. Schnauffer made a substitute motion to approve the list in Attachment 2C as submitted except the transit request in Item #29 include only the preventive maintenance of \$1 million. Mr. Sorey seconded the motion. Ms. Dabney reminded the TTC that these RSTP funds are a special circumstance and the distribution of these funds is a special case. She added that there should be no expectation that future suballocations of RSTP funds will be done by any means other than what has been done in the past through the project selection process. Mr. Keifer asked that the substitute motion be amended to allow HRT to decide how to use the \$1 million, i.e. preventive maintenance versus bus shelters. Mr. Schnauffer accepted the amendment to his substitute motion. Following additional discussion, Ms. Whitney offered a substitute to Mr. Schnauffer's substitute motion: \$1 million to HRT for preventive maintenance and \$350,000 to WATA for its GPS/AVL system, for a total of \$1.35 million. Mr. Cross seconded the substitute motion by Ms. Whitney. Following a call for the question, a roll call vote of the TTC voting members resulted in Ms. Whitney's substitute motion passing with 32 votes for and one vote against. Mr. Hartman then made a motion to apply a multiplier of 1.5 to the population of Portsmouth and Newport News to account for the economic disadvantage, with additional population being added to the regional total. He added that the resulting distribution of the \$41.04 million would be altered slightly, and the result would be that Portsmouth and Newport News would receive more funds to help offset their economic disadvantage in the region. Mr. Brisbin seconded the motion. Discussion ensued about the point of order of the motion, following which Mr. Brisbin withdrew his second. The motion by Mr. Hartman then died for lack of a second.

Mr. Raliski then referred back to the list of the compilation of major regional projects from the original submissions that the MPO would like VDOT and the Commonwealth Transportation Board to consider. He noted that there was earlier discussion about whether priority should be added or not and also about adding additional projects to the list, either today or in a brief time so they can go to the MPO. Discussion ensued regarding which projects had the ability to meet the obligation deadline. Mr. Riutort also stated that Newport News and York

County had a project, the widening of Fort Eustis Boulevard, which needed to be added to the list. Following a general discussion about the types of projects being considered, Ms. Ravanbakht suggested that the list of major regional projects be reviewed, modified, or added to by the TTC members and report back to staff by Friday, March 6th so that the list can be submitted to the MPO as they requested. Ms. Ravanbakht stated that the MPO believes it is important that Hampton Roads provide VDOT with a list of projects that it recommends should be included for funding with the \$465 million. Mr. Allsbrook then moved that the TTC carry out Ms. Ravanbakht's suggestion. Mr. Sorey seconded the motion and it was approved.

3. FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISION: REQUEST FOR ADDITIONAL CMAQ FUNDING – NEWPORT NEWS

Mr. Slaughter presented a request for an additional allocation of \$120,000 in CMAQ related funds to cover a cost overrun on project UPC # 73235, Wayfinding Static Message Signs - Various Locations. He noted that HRT has pending a TIP amendment to return \$370,000 in CMAQ funds that were allocated to the Jordan Bridge Traffic Mitigation Express Bus Service, project UPC #91969, to the FY 2008 CMAQ balance entry and moved that \$120,000 in FY 2008 CMAQ-related funds be allocated to cover the cost overrun on project UPC #73235. Mr. Cross seconded the motion and it was approved.

4. FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT: COORDINATED PLAN PROJECTS

Mr. Paulus explained that in April 2008 the MPO endorsed the Hampton Roads Area Public Transit – Human Services Transportation Coordinated Plan from which projects from three specific FTA formula funded programs are derived. He stated that the programs are: Section 5310, Special Needs of Elderly Individuals and Individuals with Disabilities; Section 5316, Job Access and Reverse Commute (JARC); and Section 5317, New Freedom (NF). He added that projects to be funded with Section 5316 and 5317 funds are selected locally based on the locally developed Coordinated Plan and that a project selection process was recently completed to allocate FFY-07 and FFY-08 funds for JARC and NF. Mr. Paulus stated that since these projects utilize federal funds they must be included in the TIP and recommended that the following projects be added to the FY 09-12 TIP: Continuation of a Workforce Development Transportation Program, to be administered by the Norfolk Redevelopment and Housing Authority, in the amount of \$20,000 JARC; Accessible Taxicabs and Voucher Program, to be administered by Black & White Cabs of Virginia Beach, in the amount of \$272,577 NF; Enhanced Computer Aided Dispatch for Paratransit, to be administered by HRT, in the amount of \$56,808 JARC and \$221,154 NF; A Bus Stop Infrastructure Project, to be administered by the Hampton-Newport News Community Services Board, in the amount of \$61,016 NF; Peninsula Aging and Disability Resource Network (No Wrong Door) project, to be administered by Peninsula Agency on Aging, in the amount of \$14,854 NF; A Reverse Commute Work Transportation project, to be administered by

PORTCO, Inc., in the amount of \$69,160 JARC; Administration of the FFY07 FTA Section 5316 (JARC) program by HRT, in the amount of \$58,577; and Administration of the FFY-07 FTA Section 5317 (NF) program by HRT, in the amount of \$33,728. Ms. Whitney moved that the FY 2009-2012 TIP be amended to add the projects described by Mr. Paulus, subject to public review and comment. Mr. Drumwright seconded the motion and it was approved.

5. CONGESTION MANAGEMENT PROCESS – THE STATE OF TRANSPORTATION IN HAMPTON ROADS: FINAL APPROVAL

Mr. Raliski noted that Mr. Nichols presented the draft report on The State of Transportation in Hampton Roads at the January TTC meeting and the draft report was made available for 30 day review and comment. He added that any applicable comments that were received have been incorporated in the final report, which is now ready for final approval. Mr. Cross then moved that the report titled The State of Transportation in Hampton Roads be approved. Mr. Allsbrook seconded the motion and it was approved.

6. 2034 LONG-RANGE TRANSPORTATION PLAN UPDATE

Mr. Pickard provided an update to the continuing work on development of the 2034 Long-Range Transportation Plan. He discussed recent efforts that have taken place to develop a vision statement, including input from the December, 2008 TTC survey, the February, 2009 MPO Retreat and the soon to be completed Transit Vision Plan. Mr. Pickard then presented a preliminary draft vision statement. He then discussed the efforts underway for a bicycle facilities gaps analysis for input to the 2034 LRP. He stated that in an effort to improve outreach, a new logo and branding name has been created for the 2034 LRP: Navigating the Future: Hampton Roads 2034 Long-Range Transportation Plan. Mr. Pickard concluded his remarks by noting the activities for the remainder of FY 2009, including completing the Vision Statement, completing the draft of the bicycle facilities gaps analysis, developing a 2034 LRP web page, developing 2034 highway volume estimates, preparing, via the consultant, ridership and cost estimates for the Transit Vision Plan, and beginning to collect 2034 LRP candidate project ideas. During discussion, Mr. Raliski asked if any Team 2034 meetings were planned for the future and Mr. Pickard replied that the recent 2034 activity has been through the entire TTC, but there may be opportunities to utilize Team 2034 in the future. No action was taken.

7. DRAFT HAMPTON ROADS CROSSINGS INVESTMENT STRATEGY: VDOT

This item was deferred to a later meeting.

8. FY 2009 UNIFIED PLANNING WORK PROGRAM AMENDMENT

Mr. Kimbrel stated that there is a need to add additional funds to Task 1.1, MPO Administration, to continue administering the MPO reforms that are underway. He added that there is also a need to add additional funding to Task 5.1,

Congestion Management Process, to allow for completion of the associated work through the end of the fiscal year. Mr. Kimbrel noted that the agenda note contains a precise description of the proposed increases for Task 1.1 and Task 5.1, and indicates the various tasks from which these funds would be taken. He added that the decreases in the referenced tasks will not prevent those tasks from being completed as scheduled in the UPWP. During discussion, Mr. Stringfield noted that the revision to Task 7.1, Critical Issues is such that there would not be sufficient funds to cover the cost of the already completed Best Practices Study approved as an amendment to Task 7.1 on July 16, 2008. Mr. Kimbrel replied that the Best Practices was ultimately funded with local funds and no PL funds were used for that study. Mr. Stringfield then moved that the UPWP amendments described by Mr. Kimbrel be approved and that the description in Task 7.1 be amended to remove the reference to the Best Practices Study. Mr. Allsbrook seconded the motion and it was approved.

9. DRAFT TRANSIT VISION PLAN

Mr. Case stated that a Vision Statement has been developed as part of the Transit Vision Plan (TVP) regarding transportation choice. He noted that the Hampton Roads region already has some choice but it is limited. Mr. Case continued that the purpose of this TVP is to lay out an integrated system that will provide those choices for people to make more trips. He then reviewed a flow chart of the process that has taken place in the development of the TVP, noting the instances where guidance and input has been provided within the region, where the consultant has provided input, and the documents that have been produced. Mr. Case then briefly reviewed some of examples of the evaluations carried out during plan development and discussed the public involvement efforts that took place. He then reviewed examples of progressive recommendations contained in the draft TVP and described the time line for development of the Transportation Demand Management (TDM) component of the TVP. Mr. Case stated that the Draft TVP, the TDM Element and the Technical Memorandum can be downloaded at the project web site www.hamptonroadstransitplan.com and requested that final comments be submitted by Friday, March 13, 2009. He stated that the final document will be presented to the TTC and MPO for approval in April. Mr. Case concluded his remarks by noting that with regard to implementation, the TVP provides the MPO and other elected officials with a vision for the ongoing debate about transportation funding, it provides the CTB with projects that can be implemented now and it provides local governments with geographic identification of the corridors so that development in those corridors can be focused to help make the transit options feasible. No action was taken.

10. TTC REPORT ON THE HAMPTON ROADS TRANSPORTATION ALTERNATIVES PROJECT PERFORMED BY VMASC

Mr. Raliski referred to comments in the agenda package regarding the Hampton Roads Alternatives Project that was presented by the Virginia Modeling and Simulation Center (VMASC) in January. Ms. Ravanbakht stated that the MPO

Board has requested that the TTC submit comments based on the technical aspects of the project and four sets of comments were received. She added that the comments have been compiled and are attached to the agenda for information purposes. Ms. Ravanbakht added that the comments will be on the March 18th MPO agenda for the MPO Board's information. No action was taken.

11. FOR YOUR INFORMATION

- A. Mr. Raliski noted that everyone should have received a small briefing paper from Admiral Taylor that was submitted to Ms. Ravanbakht and himself. Mr. Raliski stated that as public information and communications are received, they will be shared with the whole group so that the process can be transparent. No action was taken.

12. OLD/NEW BUSINESS

- A. Mr. Pickard announced that on Tuesday, March 10th from 1:00 pm until 3:30 pm in the HRPDC Board Room, there will be a meeting sponsored by the Department of Community Resources regarding the East Coast Greenway, which is a bike facility proposed to run from Florida to Maine.
- B. Mr. Hicks asked if the TIP amendment approved by the TTC in February for the I-64 improvements, UPC # 92212, has already gone to the MPO. Ms. Ravanbakht stated that it is in public review and will be on the March MPO agenda for approval. Mr. Hicks stated that the way the project was amended was very clear in the definition of the scope of work for designing and constructing an additional lane inside the median and wanted to go on record that VDOT carefully share with everyone the scope of work that they will be looking at prior to the MPO meeting so the MPO will be well aware of what the scope of work is before they make a vote on it.
- C. Mr. Jack announced that the Independent Review Panel has been identified for the Midtown Tunnel project and public meetings will start being conducted in March. He encouraged everyone's participation in this process as it moves along.
- D. Mr. Nester announced that the annual conference of the Virginia Chapter of the American Planning Association will be held in Williamsburg May 25-27, 2009.

There being no further business, the meeting adjourned at 11:37 a.m.

HRMPO TREASURER'S REPORT

Fiscal Year 2009
JANUARY 31, 2009

STATEMENT OF REVENUES AND EXPENDITURES

REVENUES	Annual Budget	Current Month	YTD
Sec 112 PL Revenue	1,896,751	379,077	760,203
VDRPT 5303 Revenue	190,290	(104,064)	27,793
State Revenue	260,880	105,871	105,871
HRPDC Match	260,880	55,803	105,871
Pass Through Revenue	320,000	159,501	159,501
State Pass-through	40,000	12,565	12,565
HRT Match Revenue	30,000	5,636	10,206
WAT Match Revenue	10,000	-	2,359
Total Revenue	<u>3,008,801</u>	<u>614,390</u>	<u>1,184,370</u>
EXPENDITURES			
Personnel	2,355,726	125,003	834,155
Contractual	700	-	-
Special Contracts	35,000	-	-
Operations	217,375	22,126	73,053
Pass Through Expenditures	400,000	56,360	125,659
Indirect Costs		53,559	352,192
Total Expenses	<u>3,008,801</u>	<u>257,049</u>	<u>1,385,059</u>
Agency Balance	<u>0</u>	<u>357,341</u>	<u>(200,689)</u>

HRMPO TREASURER'S REPORT

Fiscal Year 2009

FEBRUARY 28, 2009

STATEMENT OF REVENUES AND EXPENDITURES

REVENUES	Annual Budget	Current Month	YTD
Sec 112 PL Revenue	1,896,751		760,203
VDRPT 5303 Revenue	190,290		27,793
State Revenue	260,880		105,871
HRPDC Match	260,880		105,871
Pass Through Revenue	320,000		159,501
State Pass-through	40,000		12,565
HRT Match Revenue	30,000		10,206
WAT Match Revenue	10,000	-	2,359
Total Revenue	<u>3,008,801</u>	<u>-</u>	<u>1,184,370</u>
EXPENDITURES			
Personnel	2,355,726	117,808	951,963
Contractual	700	-	-
Special Contracts	35,000	-	-
Operations	217,375	3,532	76,585
Pass Through Expenditures	400,000	-	125,659
Indirect Costs		56,666	408,858
Total Expenses	<u>3,008,801</u>	<u>178,006</u>	<u>1,563,065</u>
Agency Balance	<u>0</u>	<u>(178,006)</u>	<u>(378,695)</u>

TRANSPORTATION TECHNICAL COMMITTEE COMMENTS
ON THE
HAMPTON ROADS TRANSPORTATION ALTERNATIVES PROJECT
PERFORMED BY THE VIRGINIA MODELING AND SIMULATION CENTER

The *Hampton Roads Transportation Alternatives Project* was presented to the MPO Board during its meeting on January 21, 2009. After the presentation, the Board requested that the presentation be made to the TTC and that the TTC provide its comments to the Board on the technical aspects of the project.

The TTC received the presentation during its meeting on February 4, 2009 and the full report on the project was made available via the HRMPO website. TTC members were asked to review the report and provide any comments they had to MPO staff by February 13, 2009.

Comments were received by TTC representatives from Hampton, Norfolk, Portsmouth, and HRT. Those comments are attached.

The findings of the technical modeling analysis by ODU and VMASC should be accepted as presented in the study. Their work was approached from a strictly technical perspective with reasonable assumptions that had to be made to do the modeling and the findings are what they are. Any attempt to discount the technical findings of the study based on minor assumptions used in the study because the outcome may have been different that what many wanted it to be is not a valid reason to say the study is not correct. ODU and VMASC have fulfilled the scope of the work they were tasked with and the study should be accepted as presented. As they indicated in the meeting, their work was technically driven and they did not bring the political factors into the outcome.

Lynn Edward Allsbrook, P.E.
Public Works Operations Manager
City of Hampton

Wanted to forward the following comments related to the VMASC study as requested:

- Toll Coverage -- Careful review of the written text states that only options that improve the Hampton Roads Bridge Tunnel (HRBT) are modeled with tolls. The presentation to the Tech Committee seemed to indicate that the testing of the region's "Big Six" projects did also include a toll on the unimproved HRBT as was the case in the region's previous toll study. This point needs to be clarified so that proper comparisons between the analyses can be made. The regional toll study also included a toll on the James River Bridge which is not discussed in the VMASC report.
- Six Lane HRBT -- The current study makes no mention/discussion of the operational issues related to a six lane HRBT which would require bi-directional travel for several miles at probably slower speeds. As such, the current document probably overestimates the total benefits and performance of a minimal six lane widening if such an option could ever be approved along a federal interstate highway. While it may not be possible to re-run models at this late date to reflect the true performance of this corridor, the text should be amended to clearly include discussion of these points.
- Congestion Clearance -- It appears that the congestion clearance analysis portions of the study assumes that six and eight lane options at the HRBT have all lanes available to help divert traffic around incidents. However, since the new lanes will likely have to be constructed on structures that are physically separated from each other, such diversions cannot be easily accommodated. Again clarifying the text here to highlight the operation challenges in shifting between lanes across multiple bridge tunnel structures would be helpful.
- Regional Congestion -- Notation should be made that the level of forecast congestion in 2030 at an unimproved HRBT is comparable and in line to forecast levels of congestion along many major corridors in the region so that the HRBT numbers can be understood in context.

Please let me know if you have any questions. Many thanks. Have a fun weekend.
Jeff

Jeffrey K. Raliski, AICP
Transportation Planning Manager
Norfolk Department of Planning and Community Development
810 Union Street - Room 508
Norfolk, Virginia 23510
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I have the following concerns about the VMAST analysis that was presented at the TTC meeting 2/4/09.

1. Yes, I heard the explanation for using a lane capacity of greater than 1800 VPH. By now I have been in this business a long time and can look back at decisions that were made in the planning process that we now regret. In the 70's and 80's the favorite trick was to reduce the growth factor so that future year volumes are reduced. The reason given that we knew that we were compounding the growth and some of the 10 and 20 year projections just seemed to be impossible numbers. I was involved in the intersection design for US 19 and Florida 60 in Clearwater Florida in the early 1970's. We "shaved" the numbers so that the 1985 (design year) volumes were less than 100,000 VPD. In 1982 I worked on the first single point diamond in Florida at the same location. The problems that we were facing were an intersectional volume in excess of 175,000 VPD and an accident rate of over 60 a year mostly due to inadequate design. I could give many other examples, some closer to home such as the Washington Beltway. Traffic Engineers and Transportation Planners need to believe their numbers and not design beyond safe limits or shave numbers to look better politically. We know perception reaction time of the average driver ranges from 1.25 to 1.50 seconds. We know that we are very close to two seconds before braking action begins to affect the vehicle. The numbers have been proven time and time again. Add to that knowledge the fact that the baby boomers (our greatest percentage of drivers) are at the age where perception reaction time slows down and you have all the more reason to keep to the 1800VPH number or perhaps the more conservative number of 1750 which takes into consideration vehicle length. I know that the average traffic speed in east Ocean View Ave in Norfolk is around 45 MPH. I also know that the residential character of the street makes 45 MPH an unsafe speed. Therefore I do not use 45 MPH as the speed to set the signal progressive speed for the street. My design numbers should not be based on unsafe conditions regardless of what the driver is doing. Professionalism says I should not be a part of such design and analysis behavior.
2. During the diversion scenario for the HRBT I noticed that the programming was set to drive the traffic south on Hampton Blvd to the Midtown Tunnel. The diversion signing for the incident management system is set to send the traffic via I 264 through the downtown tunnel and to Bowers Hill to pickup I 664. Yes, I know that the better route is to use the Effingham exit and our street system (London or High) to get to the MLK and VA 164 to I 664 and that is the route that really happens. Only a small portion uses Hampton Blvd and the Midtown tunnel. The modeling should follow the real route and show the impacts on the whole system.
3. This is beyond the scope of work that VMAST was charged with, but recognizing that the Downtown Tunnel is as badly over capacity, any further analysis should include the impacts on that facility as well as the HRBT. The Downtown Tunnel is a shorter segment but considering the approach widening that would also be needed; the two projects probably are in the same order of cost

magnitude. I don't think we could stand three projects that will go into the billions of dollars (Midtown. Downtown and HRBT) within a 10 to 20 year time frame.

Thank you,
George Brisbin
City of Portsmouth

Hi Camelia; just following up on the VMASC presentation at the Tech Comm last week with a few comments. I understand from your comments the direction to the consultant was to look at only autos, but here are my thoughts:

- Public transit options/service were not incorporated into the analysis
- Mobility was not the focus but single criteria of automobile throughput
- Major infrastructure investment needs to reflect total throughput of the facility based on movement of people, not just a focus on automobile travel

Jayne B. Whitney
Senior VP for Development
Hampton Roads Transit
Ph: 757-222-6084
jwhitney@hrtransit.org

HRMPO Comment

Name: John Gergely

Date: 1/21/09

Comments:

Suggestions for the MPO regarding public and General Assembly awareness:

Public awareness of MPO:

Film meeting, and send to all localities local informational channels for presentation during evening hours.

WHRO could be approached to broadcast the meetings in evenings or weekends.

WHRO could even do the filming for distribution to the various city and county public information channels as a public service.

General Assembly involvement:

Add more than the 2 GA members currently being considered for non-voting membership.

Make open offer to seat any GA members who attend, and allow them to engage in discussions.

Quarterly joint one-subject meetings inviting Hampton Roads GA Caucus, similar to Jan 7 meeting.

As a minimum, send agendas and minutes to all Hampton Roads legislators.

HRMPO Comment

Name: Ray Taylor

Date: 2/25/09

Email Comments:

Bruce C. Goodson, Chair, MPO Board
Joe. S. Frank, Chairman of the MPO Committee
Dwight Farmer, MPO Executive Director

Hello Joe, Bruce and Dwight,

It is wonderful to recognize the wide range of MPO reform progress accomplished over the past many months and to now see the additional progress that is close at hand and as shown in the agenda, including MPO Bylaws, for next Monday's MPO Committee meeting.

I have attached comments and recommended edits for the latest draft.

Very best regards,
Ray Taylor
671-7751

Attachment

UPDATED DRAFT
2/20/09

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 and programming process by the Metropolitan Planning Organization for Hampton Roads, Virginia. Recommend adding the word Programming, because it is a very key word. Dwight also knows this very well. It is one of our Achilles Heels. Using the word here will help Dwight directly, and it will be useful in the future. 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). Recommend deleting the Governor's name in order to de-personalize this important, core document

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 and programming (please see the Comment in Article 1 above) process is carried out.

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

Metropolitan Transportation Planning and Programming Process – The federally-mandated continuing, cooperative, and comprehensive transportation planning and programming 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

[\(See bottom of this Article for a Table of recommendations\)](#)

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
- 2 General Assembly representatives (One Senator, One Delegate)

Non-Voting Members:

- Virginia Department of Aviation
- Federal Transit Administration
- Federal Highway Administration
- Federal Aviation Administration
- Chief Administrative Officers for all Member Localities
- Chair of the Citizens Transportation Advisory Committee

- Chair of the Freight Transportation Advisory Committee
- Peninsula Airport Commission and Norfolk Airport Authority

Recommendations for Non-Voting Board membership

<u>Current Non-Voting members</u>	<u>Draft Bylaws for Non-Voting members</u>	<u>Recommendations or Comments</u>
<u>FHWA</u>	<u>FHWA</u>	<u>Concur</u>
<u>FTA</u>	<u>FTA</u>	<u>Concur</u>
<u>VA Dept of Aviation</u>	<u>VA Dept of Aviation</u>	<u>Recommend delete these two positions – we need to streamline the Board; VDOA and FAA have never attended; and local airport representatives will cover these two positions with greater skill</u>
<u>FAA</u>	<u>FAA</u>	
	<u>CTAC Chair</u>	<u>Concur</u>
	<u>FTAC Chair</u>	<u>Concur</u>
	<u>All CAOs</u>	<u>Recommend delete – we need to streamline the Board, adding the CAOs will nearly double the size of the Board; the CAOs already have an Advisory Position since they now serve as the core of the new TAC MPO Advisory Committee; a conflict of interest situation will arise since they will both advise the Board and then participate on the Board, and the jurisdictions are already represented on the Board. One CAO suggested an alternate solution that was used during the brief tenure of the HRTA organization, namely that the CAOs attended meetings and sat, like the supporting MPO Staff, at a separate table rather than at the MPO table.</u>
	<u>Local airports</u>	<u>Concur</u>
	<u>GA representatives</u>	<u>Concur with total number of GA representatives per Board discussion</u>
<u>NEW</u>	<u>NEW</u>	<u>Recommend add a military representative</u>

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. 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.

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. Any proposed action item brought before the MPO Board shall meet three criteria in order to receive approval: 1) the members voting for the action must represent a simple majority of the total number of voting members on the Board; 2) those members representing local governments voting for the action must cumulatively represent at least 66 percent of the population of the MPA, based on official figures from the Weldon Cooper Center for Public Service; and 3) those members representing local governments voting for the action must represent at least 60 percent of the local government members in attendance. Each local government in the MPA shall have one vote. In addition, the 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 normally three minutes per person. Planning for the recent Retreat considered having a fall back plan in hand of limiting comments to two minutes, because many such comments were deemed to be a possibility. For MPO meetings where major topics may be on the agenda, this concern could re-arise. Using the term “normally” provides possible this option if needed for any MPO meeting. 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. For discussion purposes: Assigning one member from each community to the Nominating Committee is almost like having the full Board be the Nominating Committee. We need to move away from everybody voting on everything. Ad hoc committees are normally composed of an acceptable, but smaller, cross section of interests. In addition, the Nominating Committee should include one or two of the professional Board members (transit, port, etc.). 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 as defined in subsection

[7.07. Recommend deleting the ensuing words \(consisting of a representative of each MPO member locality\) as being redundant.](#) 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, and the Citizen Transportation Advisory Committee. [Recommend adding the Freight Transportation Advisory Committee \(FTAC\) here and inserting an FTAC paragraph below.](#) 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. [For discussion purposes, this text produces 45 voting members. Based on observations and as a practical matter, this is a cumbersome situation. Recommend reducing this number of voting members](#) The Federal Highway Administration and the Federal Transit Administration shall be non-voting members. [Recommend adding here a military representative \(one is already assigned\), and recommend adding one or more representatives from the VDOT central office \(TMPD, PM, and Air Quality\) since they are critical to the TTC-level process especially as concerns Programming, and since several of these representatives already attend on a regular basis.](#) 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 text here is shallow. There is no doubt in my mind that a clearer set of TTC roles and responsibilities here would assist the overall MPO reform process but also be of great assistance to the TTC and its challenging work.](#) 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 nonvoting members. [For discussion purposes, it may not be proper to specifically list the VDOT District Administrator as a committee member, because that person is and is likely to continue being a voting member on the MPO Board, and this would lead to the conflict of interest situation of one person advising and then voting on decisions.](#) 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 (CTAC) shall serve as an advisory committee to the MPO Board and shall provide public input to the MPO Board on transportation issues. The CTAC shall consist of thirty members, [\(in my opinion, 30 members is far too many\)](#) 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 VIII.

7.07 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, [For discussion purposes: Assigning one member from each community to the Nominating Committee is almost like having the full Board be the Nominating](#)

Committee. We need to move away from everybody voting on everything. Ad hoc committees are normally composed of an acceptable, but smaller, cross section of interests. In addition, the Nominating Committee should include one or two of the professional Board members (transit, port, etc.). 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 and for MPO matters, he or she shall be directly assisted by the Deputy Executive Director, HRMPO. The Executive Director shall plan, organize and direct the activities of the MPO Staff in support of the MPO mission and the directions of the MPO Board. The Executive Director shall perform the duties of the Secretary, as set forth in Article V, Section 5.04.. The Executive Director/Secretary shall work in coordination with the Chair to prepare the agendas for the MPO Board meetings and, as may be required, the meetings of advisory committees established by the MPO Board. (This edits places “staff direction” as the primary Executive Director duty before “serve as Secretary”, a secondary function in the text above. The edit in the last line acknowledges that some Advisory Committees, for example, the FTAC, will not require detailed staff support thus diminishing staff burdens.

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, analyses and recommendataions 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 or by a designated MPO financial manager. 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. Delete the ensuing words, (in accordance with PDC financial procedures.) as being redundant with the earlier “through the established PDC system”. In addition to managing the MPO’s transportation funding, the PDC shall serve as the fiscal and contracting agency for the MPO. Delete the ensuing

words (and will allow its staff to serve as staff to the MPO Board) because, per governing documentation. The PDC must (shall) provide staff to the MPO. The phrase “will allow” is inappropriate. 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

(Recommend re-numbering and moving this important Article forward to becoming Article VIII or IX)

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.

HRMPO Comment

Name: Jim Oliver

Date: 2/25/09

Email Comments:

Dear Bruce and Joe:

I want to thank both of you for your support when our Hampton Roads Center for Civic Engagement was used to facilitate the MPO Retreat. We enjoyed the engagement and wish you well with your continued leadership to take the MPO to a very high level.

Last week I attended the TTAC meeting and it made me do some additional thinking about your journey and the Retreat discussions.

The TTAC met to consider some recommendations to the MPO regarding the stimulus package. After three hours of deliberation a motion passed to recommend that funds from the stimulus package should be distributed to each jurisdiction on a per capita basis.

No one was really prepared to think in the new terms that you all have advocated---multi-modal, region-based, etc. And it reminded me that you all are actually at the crossroads of making a big culture decision to go in major new directions. To do that, obviously takes time, resources, etc.

But, again, it made me think and I want to make some simple suggestions that I have put into two similar, but different resolutions that are attached.

The basic thoughts are that the MPO Policy Board should go on record publicly about your new directions and also that you should direct Dwight in open, public terms. That's a pretty normal starting point for organizations that are beginning new change.

I am sending these attachments to you Bruce as Policy chair, to Joe as committee chair and to Dwight as Executive Director. I hope they are helpful as starting points for your own thoughts.

Jim

Attachments

MPO LETTERHEAD **Version V-2**

HRMPO RESOLUTION 2009-1

A RESOLUTION OF THE HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION DIRECTING THE DEVELOPMENT OF ADDITIONAL INITIATIVES DESIGNED TO BUILD WHAT IS RECOGNIZED AS A FIRST CLASS AND COMPETITELY EFFECTIVE MPO INSTITUTION.

WHEREAS, the MPO Board, the MPO Staff and the MPO Reform Committee have conducted rigorous self-assessment and research activities which, for example, have produced MPO Bylaws; taken steps to properly expand the membership of the MPO Board; and have adopted procedural changes to improve the distinct identity of the MPO; and

WHEREAS, the MPO Board has commissioned and received recommendations of the Hampton Roads Metropolitan Planning Organization Best Practices Study, conducted by PBS&J, in association with The Louis Berger Group, Inc. which call for substantial reform and transformation of HRMPO's administrative and institutional structures to include "the need for a detailed reassessment of the organization's structure: an examination of how it interacts with its Federal, state and local partners; and the creation of a more clearly defined process of how to meaningfully involve the general public in the regional planning process":

WHEREAS, the MPO Board, including its state, transit and freight-related partners, have conducted an in-depth and formal full-day MPO Retreat that discussed MPO matters in-depth with results that will produce an up-to-date MPO Vision and additional supporting documents, and with results that will require additional long term attention; and

WHEREAS, the MPO Committee and the MPO Board recognize that the current MPO review process needs to systematically develop reforms that pertain to the internal structures of the MPO, including Staff and to the Transportation Technical Advisory Committee (TTAC); and

WHEREAS, the MPO Committee and the MPO Board further recognize that the current MPO reform process needs to probe into, learn and better understand, for example, the TIP development and TIP Amendment processes, the Annual Obligations performance report and the planning and work program document, now, therefore be it

RESOLVED THAT the MPO Policy Board of Directors formally accepts the challenge to be a high performing organization, one of the outstanding MPOs in the nation, that seeks excellence in the execution of its duties and responsibilities; and

RESOLVED THAT the MPO Policy Board of Directors formally recognizes that the ongoing work of the Board, Staff and Advisory structures needs to complete the work of adopting a Vision and Mission for the MPO, to include development of an internal process as recommended by the Best Practices Study; and supported at the MPO Retreat; and

RESOLVED THAT the MPO Policy Board of Directors directs and empowers the MPO Executive Director to consider and recommend ongoing action plans that will lead the Policy Board and staff and MPO advisory bodies to fulfillment of the Vision and Mission Statements; and

RESOLVED THAT the MPO Executive Director is explicitly directed to seek out best practices and learning, to include training at all levels, that will develop the capacities of the Policy Board and staff to fulfill its Vision and Mission; and

RESOLVED THAT specific goals include the development of objective based methods for multi-modal transportation planning; the development of comprehensive TTAC roles and responsibilities and TTAC Bylaws; the early launch of the newly approved MPO Advisory Committees; the scheduling of MPO training using first class speakers, FHWA seminars, and benchmarking activities; increased AMPO involvement; and the possible development of an MPO UPWP development sub-committee or other interim sub-committees to be chaired by an MPO Board member designed to increase the capacity of the MPO organization to do its regional work.

Adopted by the HRMPO Policy Board of Directors at its meeting on March xxxx, 2009.

HRMPO Resolution 2009

Bruce C. Goodson

Chairman
Hampton Roads Metropolitan Planning Organization

Date: March xx, 2009

HRMPO RESOLUTION 2009-1

A RESOLUTION OF THE HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION DIRECTING THE DEVELOPMENT OF ADDITIONAL INITIATIVES DESIGNED TO BUILD WHAT IS RECOGNIZED AS A FIRST CLASS AND COMPETITELY EFFECTIVE MPO INSTITUTION.

WHEREAS, the MPO Board, the MPO Staff and the MPO Reform Committee have conducted rigorous self-assessment and research activities which, for example, have produced MPO Bylaws; taken steps to properly expand the membership of the MPO Board; and have adopted procedural changes to improve the distinct identity of the MPO; and

WHEREAS, the MPO Board has commissioned and received recommendations in an MPO Best Practices Study, conducted by the national level PBS&J firm which call for substantial reform and transformation of HRMPO's administrative and institutional structures to include "the need for a detailed reassessment of the organization's structure; an examination of how it interacts with its Federal, state and local partners; and the creation of a more clearly defined process of how to meaningfully involve the general public in the regional planning process", and

WHEREAS, the MPO Board, including its state, transit and freight-related partners, have conducted an in-depth and formal full-day MPO Retreat that discussed MPO matters in-depth with results that will produce an up-to-date MPO Vision and additional supporting documents, and with results that will require additional long term attention; and

WHEREAS, the MPO Committee and the MPO Board recognize that the current MPO review process needs to systematically develop reforms that pertain to the internal structures of the MPO, including the MPO Staff and the Transportation Technical Advisory Committee (TTAC); and

WHEREAS, the MPO Reform Committee and the MPO Board further recognize that the current MPO reform process needs to probe into, learn and better understand, for example, the TIP development and TIP Amendment processes, the Annual Obligations performance report and the planning and work program document; and

WHEREAS the MPO Policy Board of Directors formally accepts the continued challenge to be a high performing organization, one of the outstanding MPOs in the nation, and one that seeks excellence in the execution of its duties and responsibilities; and

WHEREAS the MPO Policy Board of Directors formally recognizes the valuable and constructive MPO reform work of the past nine months and the inspired new thrusts of the recent MPO Retreat to complete the work of adopting a Vision and Mission for the MPO and to upgrade the MPO's internal and external policies and procedures as recommended by the Best Practices Study; now, therefore be it

RESOLVED THAT the MPO Policy Board of Directors confirms the need to further increase the capacity of the total MPO organization to fulfill its regional transportation responsibilities in the most modern way possible; and as a result to increase its entrepreneurial and competitive skills toward that end; and

RESOLVED FURTHER THAT the MPO Executive Director is empowered and explicitly directed to seek out and implement best practices and learning; to effect MPO Staff level changes as may be required; to assist the Transportation Technical Advisory Committee to do likewise and to update its roles and responsibilities and to develop Bylaws for the TTAC; to introduce organizational performance measures, and

RESOLVED FURTHER THAT the MPO Executive Director, in this effort, shall specifically include, but not be limited to, the development of comprehensive, objective based methods for multi-modal transportation planning for the MPO; the early launch of the newly approved MPO Advisory Committees; the scheduling of first class MPO training using guest speakers, FHWA seminars, and benchmarking activities; increased AMPO involvement; and recommendations for the possible development of an MPO UPWP development sub-committee; a Future's sub-committee; and a Public Involvement development sub-committee that will produce the MPO's new Public Participation Plan (PPP) document; or other interim sub-committees to be chaired by an MPO Board member designed to increase the capacity of the MPO organization to do its regional work.

Adopted by the HRMPO Policy Board of Directors at its meeting on March xxxx, 2009.

HRMPO Resolution 2009

Bruce C. Goodson

Chairman

Hampton Roads Metropolitan Planning Organization

Date: March xx, 2009



207 Granby Street - Suite 301 - Norfolk, Virginia 23510
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Dedicated to the Future of Norfolk

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FAX (757) 622-4553

The Honorable Tim Kaine
Office of the Governor
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, Virginia 23219

March 5th, 2009

Dear Governor Kaine:

I am writing in my capacity as Executive Vice President of the Greater Norfolk Corporation to recommend that the Commonwealth include the I-564 Connector as one of its candidate projects for the Supplemental Discretionary Grant Program under the American Recovery and Reinvestment Act or ARRA.

As you know, the ARRA provides the Secretary of Transportation with \$1.5 billion in discretionary funds for capital investments in our surface transportation infrastructure. The Secretary is required to award the funds on a competitive basis for projects that will have a *"significant impact on the Nation, a metropolitan area or a region."* Eligibility for these funds include *"port infrastructure investments and projects that connect ports to other modes of transportation while improving the efficiency of freight movement."*

It's my understanding that multiple projects can be submitted without fear of their competing with each other inasmuch as each project submitted will be judged on its own merits relative to the merits of other submitted projects from across the country.

Assuming this is the case, the I-564 Connector would be an ideal candidate, particularly when you consider that the project provides a direct connection to both the Norfolk Navy Base and NIT North from I-64. The design is 70% complete and could be completed quickly with full funding. The right-of-way needed has been acquired and utilities have been relocated. The project meets the criteria for rapid implementation and accomplishment using design build procurement procedures and could be obligated and constructed in short order.

While the reduction from \$4.5 to \$1.5 billion in available funding for the Supplemental Discretionary Grant Program has lengthened the odds for success, it would seem that the Commonwealth has everything to gain and nothing to lose by submitting multiple projects for consideration. The I-564 Connector Project will

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MAR 10 2009

ATTACHMENT H

HRPDC

have a significant impact on not only the Hampton Roads region, but the Nation as well inasmuch as it provides a direct connection from a major interstate highway to one of the leading ports on the east coast and to the largest Naval Base in the world. I'm hard pressed to believe that there is another project in the country that can make a better case than can the I-564 Connector.

Sincerely,

A handwritten signature in cursive script, appearing to read "Barry Bishop".

Barry Bishop
Executive Vice President



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Dedicated to the Future of Norfolk

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FAX (757) 622-4553

The Honorable Pierce Homer
Office of the Secretary of Transportation
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, VA 23219

March 5th, 2009

Dear Secretary Homer:

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It's my understanding that multiple projects can be submitted without fear of their competing with each other inasmuch as each project submitted will be judged on its own merits relative to the merits of other submitted projects from across the country.

Assuming this is the case, the I-564 Connector would be an ideal candidate, particularly when you consider that the project provides a direct connection to both the Norfolk Navy Base and NIT North from I-64. The design is 70% complete and could be completed quickly with full funding. The right-of-way needed has been acquired and utilities have been relocated. The project meets the criteria for rapid implementation and accomplishment using design build procurement procedures and could be obligated and constructed in short order.

While the reduction from \$4.5 to \$1.5 billion in available funding for the Supplemental Discretionary Grant Program has lengthened the odds for success, it would seem that the Commonwealth has everything to gain and nothing to lose by submitting multiple projects for consideration. The I-564 Connector Project will have a significant impact on not only the Hampton Roads region, but the Nation as

well inasmuch as it provides a direct connection from a major interstate highway to one of the leading ports on the east coast and to the largest Naval Base in the world. I'm hard pressed to believe that there is another project in the country that can make a better case than can the I-564 Connector.

Sincerely,

A handwritten signature in cursive script, appearing to read "Barry Bishop".

Barry Bishop
Executive Vice President

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #14: OLD/NEW BUSINESS