

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #1: SUMMARY MINUTES

Minutes of the April 16, 2008, meeting are attached.

Attachment

RECOMMENDED ACTION:

Approval.

HAMPTON ROADS
METROPOLITAN PLANNING ORGANIZATION MEETING

APRIL 16, 2008

The Hampton Roads MPO Meeting was called to order at 10:55 a.m. at the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

Paul D. Fraim, Chairman (NO)	Douglas L. Smith (PO)*
Bruce Goodson, Vice Chairman (JC)	Selena Cuffee-Glenn (SU)
James O. McReynolds, Treasurer (YK)	Louis R. Jones (VB)
Clifton E. Hayes, Jr. (CH)	Jackson C. Tuttle II (WM)
Randall L. Gilliland (HA)	Dennis Heuer (VDOT)
Stan D. Clark (IW)*	Michael Townes (HRT)
Joe S. Frank (NN)	Mark Rickards (WAT)
	Arthur L. Collins (HRPDC)

OTHERS RECORDED ATTENDING:

William E. Harrell, Ella P. Ward (CH); Rowland L. Taylor (FR); Ross A. Kearney II, Jesse T. Wallace, Jr. (HA); W. Douglas Caskey (IW); Sanford B. Wanner (JC); Charles C. Allen, Randy W. Hildebrandt (NN); Barclay C. Winn (NO); Kenneth L. Chandler (PO); Michael W. Johnson (SH); Tyrone W. Franlin (SY); Harry E. Diezel, Robert M. Dyer, Barbara M. Henley, Meyera E. Oberndorf, James K. Spore (VB); Jeanne Zeidler (WM); Earl Sorey - Chesapeake; Keith Cannady, Elizabeth Kersey - Hampton; Beverly Walkup - Isle of Wight County; Jeff Raliski, Ron Williams - Norfolk; Paul Holt, Sherri Neil, Brian Swets - Portsmouth; Eric Nielsen, Joe Howell - Suffolk; Bob Matthias - Virginia Beach; John Gergely - Private Citizen; Jim Oliver - HRCCE; Karen McPherson - Kimley-Horn; Jim Ponticello, Chris Voigt, Eric Stringfield, Irene Shuman - VDOT; John Hadfield - SPSA; Ivan Rucker - FHWA; Joyce Heffington - HRSD; Michael Cline, Stewart Baker -VDEM; Ray Taylor, Vince Thomas - FHR; Pat Piras - HRT; Ron Hodges - HRT Traffic; David Hesson - Senior Services Southeastern Virginia; Donna Morris - HRP; Ellis W. James, Eileen Levandoski - Sierra Club Observer; Tom Holden - The Virginian-Pilot; Germaine Fleet - Biggs & Fleet; Staff: Jessica Banks, Sam Belfield, Shernita Bethea, John Carlock, Rick Case, Robert Case, James Clary, Nancy Collins, Dwight Farmer, Richard Flannery, Marla Frye, Greg Grootendorst, Frances Hughey, Rob Jacobs, Brett Kerns, Mike Kimbrel, Robert Lawrence, Mike Long, Keith Nichols, Joe Paulus, Kelli Peterson, Andy Pickard, Camelia Ravanbakht, Jennifer Tribo, Joe Turner, Chris Vaigneur and Eric Walberg.

CONSENT AGENDA

The Consent Agenda contained the following items:

Summary Minutes of March 19, 2008

FY 06-09 Transportation Improvement Program Amendment: Williamsburg (Final Approval)

FY 06-09 Transportation Improvement Program Amendment: Chesapeake

FY 06-09 Transportation Improvement Program Amendment: VDOT (20 Projects)

FY 06-09 Transportation Improvement Program Amendment: VDOT (4 Projects)

FY 06-09 Transportation Improvement Program Amendment: VDOT (1 Project)

FY 06-09 Transportation Improvement Program Revision: Request for Additional CMAQ Funding - Portsmouth

FY 06-09 Transportation Improvement Program Amendment: VDOT

FY 08 Unified Planning Work Program Amendment

Mayor Frank Moved to approve the Consent Agenda; seconded by Mr. McReynolds. The Motion Carried.

QUADRENNIAL CERTIFICATION REVIEW: STATUS REPORT

Mr. Collins stated that the review was performed in November 2007. The commendations, recommendations and corrective actions from Federal Highway Administration (FHWA) were received in February 2008. He added that some issues must be addressed by July 1st, while others can be accomplished after that date.

Mr. Collins stated that the MPO appreciated the acknowledgement of the commendations in the report. He then referred to the recommendations and corrective actions required prior to July 1, 2008.

The issue of separating the MPO's Unified Planning Work Program (UPWP) document from the Commission's UPWP document has already been taken care of. A new "Master Agreement" between the MPO, state and transit operators is underway. The Transportation Improvement Program (TIP) recommendation change is dependent upon assistance from the state. The citizen involvement portion of the recommendations will be taken care of as of July 1st with the institution of a citizen comment period at the beginning of each MPO meeting.

MPO members appointed a committee in February to work with staff regarding an advisory committee. Mr. Dwight Farmer from the PDC staff will be the committee liaison. The first meeting of that committee will be scheduled in early May.

Chairman Fraim listed the members of the committee: Mr. Smith, Mr. Gilliland, Mr. Hayes, Mr. Clark, Mr. McReynolds and Mr. Spore.

Mr. Gilliland asked if the work on the master agreement would go through the MPO committee.

Mr. Collins answered that would be one of their responsibilities. He added it would facilitate the discussion if it was done through a workshop since it involved legal discussions.

Chairman Fraim asked if any members of the MPO are interested in being involved in the discussions, they were welcome to be part of the committee.

Mr. Collins continued discussion regarding the corrective actions. He stated that the MPO will work with the state regarding the Transportation Improvement Program (TIP). He continued to the issue of the Freedom of Information Act (FOIA) regarding the meetings. He suggested discussing the letter attached so the MPO members are comfortable with the letter that is sent to FHWA reflecting their views. The MPO has already committed to an advisory committee that will be FOIA compliant. He stated that the attorney for the MPO reviewed whether the Transportation Technical Committee (TTC) and the Chief Administrative Officers (CAO) committee are attached to the MPO in a way that would require them to adhere to FOIA. Mr. Peter Huber, the HRPDC attorney, drafted the letter and is present to answer any questions. Mr. Collins summarized that it is Mr. Huber's opinion that the CAOs and TTC do not fall under FOIA. These meetings will continue in the way they have in the past.

Mr. Smith stated that he sent an email to the MPO members with general and specific comments regarding the letter. He felt the MPO members should take a more active role in the response. He added that he believes a letter should be approved to meet the deadline, but as he stated in his email, he believed some revisions should be made prior to approval.

Discussion continued regarding specific language in the letter. He added that he believes the MPO should be as transparent as possible to avoid distrust from the public. He added that discussion needs to continue regarding the distinction between the MPO and the PDC, weighted voting and other issues.

Mr. Rucker stated that all the MPOs and MPO advisory committees in Virginia are open to the public with most of them offering a public comment period. The Hampton Roads MPO technical advisory committee is the only advisory committee in the state that is closed to the public. The position of the FHWA Virginia Division Administrator is that they will respect the position of the Assistant State Attorney General and VDOT special counsel. The division administrator's position is that an MPO and advisory committee are either a public body or regional public body and are subject to open meeting and notification requirements per state law and federal regulations.

Mr. Rucker stated it is his understanding that the conclusion of Mr. Huber's letter is based on the facts presented to him. He added that he assumed the facts were presented by Mr. Collins to the attorney. He stated that it was represented to him that the TTC was not created by a public body. However, when he reviewed the agreement between the MPO

and the Governor, it states that the MPO, a public body, established the technical advisory committee. He asked which one is fact.

Mr. Collins replied that the MPO did not establish the technical advisory committee. It was created by his request to the city managers and county administrators to appoint members of their staff to the committee.

Discussion continued regarding the listing of the CAOs as an advisory committee on the website and in the Long Range Transportation Plan. Mr. Rucker asked Mr. Collins whether the information presented to the attorney was that the technical committee was not created by a public body. He also asked if it was relayed to the attorney that the technical committee does not perform functions delegated to it by a public body and does not advise the public body.

Mr. Collins replied that was a fact.

Mr. Rucker stated the facts in the agreement between the MPO and the Governor state the MPO established a technical advisory committee to provide review and recommendations on items referred to it by the MPO. He asked which was true.

Mr. Collins replied that he told him the same thing last month.

Mr. Gilliland asked if the Transportation Technical Committee and the technical advisory committee referred to by Mr. Rucker are different entities. He then asked if they are different, is there a technical advisory committee or was it referred to in the document and never actually formed.

Mr. Collins answered that the characterization discussed last month in the Long Range Transportation Plan document was an error as indicated last month. An advisory committee is being established and authorized by the MPO and will be a public body. The current technical committee was set up by him and the city managers and county administrators which does not, in the opinion of the attorney, make it a public body.

Mr. Gilliland asked if the technical advisory committee referred to in the agreement between the MPO and the Governor was never formed.

Mr. Collins replied that was a fair statement.

Mr. Gilliland continued that at the end of Mr. Huber's letter it states that this was information provided by staff. He asked if any research was done regarding the 1996 agreement between the MPO and the Governor.

Mr. Collins replied that the attorney is aware of the facts of the situation since it rides on the idea of who appointed the technical committee. Since it was not appointed by the MPO, it is not a public body.

Mr. Gilliland stated he believes the MPO needs to be in alignment with the spirit of the law as well as the letter of the law. He added that the letter to the FHWA needs to say that the MPO intends to honor the spirit and the letter of the law when it comes to public

participation. He added that he would hope the letter would reflect that and that would satisfy the FHWA at least long enough for the study group to meet and come back with some specific recommendations for the MPO to consider.

Mr. Goodson added it was understandable why there was a misunderstanding regarding the CAO committee.

Mayor Frank noted that having public input at the appropriate time is important; however, a technical committee is composed of mid-tier staff, not policy makers. To expose them to a public hearing process would be unfair to them since their considerations relate to technical issues, not policy decisions.

He added that he would propose to have the FHWA regional director address a letter to the MPO chairman outlining the exact concerns and the factual basis for them which would allow the HRPDC attorneys to review them and provide advice to the members. Since attorneys can only provide opinions based on the facts presented to them, this would provide a more formal and clear process to work through the issues. He added it is also important to know what information was provided to the Assistant Attorney General.

Mr. Heuer noted that he believes it is important to look at what the organization's functions are. As part of the agenda, the MPO is asked to ratify the minutes of the Transportation Technical Committee. If they are not providing any benefit or advice to the MPO, it should not be necessary to consider their minutes. The purpose of the FHWA review of the MPO process is for improvement, to make the process better, more effective, transparent and more responsive to the needs of the area and the citizens.

Chairman Fraim commented that the MPO certainly wants to comply with the spirit of the law and stated that when the MPO creates the advisory committee, it will certainly be bound by all the FOIA requirements.

Mr. Heuer reminded the members that a very important piece that must be considered is the risk of federal dollars going to projects and the MPO.

Mr. Collins asked if the meeting is open to the public when the Commonwealth Transportation Board commissioners meet with their staff prior to a meeting. If the MPO must live by that sort of rule, then others should too.

Mr. Heuer asked if other MPOs have their PDC convene to ratify the actions of the MPO.

Mr. Rucker replied that the PDC and MPO are separate organizations.

Chairman Fraim explained that the letter stated that the PDC does not need to, it is just routine and is something that has been done for several decades.

Mr. Townes asked how the MPO members can come up with a letter to adopt within the time constraint since there is obviously significant discomfort around the table regarding approval of the letter as it reads. He added that since federal money is at risk, he would be irresponsible in ratifying the letter and is not willing to be a party of the process that puts a significant part of the region's federal transit money at risk.

Mr. Collins asked Mr. Rucker if he would be agreeable to allow the committee to meet, then get the advice of the MPO and have a July 1st deadline rather than May 1st.

Mr. Rucker agreed to look into it but could not provide an immediate response since it is the position of the FHWA Virginia Division Administrator that FHWA will respect the decision of the Assistant State Attorney General and VDOT counsel on this issue. He recommended that the MPO attorney meet with the Assistant Attorney General to come to a consensus as to what the technical advisory committee actually is.

Mr. Rucker then asked how the MPO functions without bylaws. Typically all the information would be laid out in bylaws which would be clear, transparent and comprehensive. Bylaws are important.

Mr. Heuer stated he would be willing to go with Mr. Rucker to meet with Mr. Fonseca-Martinez to ask for an extension.

Mr. Collins added if the extension was approved, the MPO committee could help redraft the letter and reconsider it in May.

Mr. Rucker then agreed to push the deadline to July 1st since he will probably be the one responding to the letter anyway.

Chairman Fraim summarized that the reply will be postponed and sent before July 1st which will give the committee time to review all the information. In the meantime, the MPO attorney will meet with the Assistant State Attorney General to determine the facts regarding the technical committee. Special meetings of the MPO will be called if necessary to insure compliance in order to have a letter that addresses all the issues.

Discussion was held regarding a committee to prepare the bylaws for the MPO. Mr. Gilliland suggested the bylaws be drafted through the MPO committee. Chairman Fraim agreed and stated that a few more members would be needed to serve on the committee.

Mr. Rucker stated FHWA was allowing the MPO until May 2009 to address the issue of bylaws. The corrective actions that are identified are time sensitive.

(Mr. Winn departed.)

Mr. Townes volunteered to participate in the MPO committee meetings.

Chairman Fraim reminded everyone that the MPO has no staff and that the HRPDC staff will be relied on for help with the MPO committee meetings.

Mr. Goodson Moved to postpone approval of the reply letter to FHWA until the June MPO meeting; seconded by Mr. McReynolds. The Motion Carried.

AIR QUALITY CONFORMITY ANALYSIS - DRAFT FY2009-2012 TIP PROJECT LIST

Chairman Fraim introduced Chris Voigt with VDOT to present the report.

(Mr. Clark departed.)

Mr. Voigt stated his presentation includes the results of the analysis and update in the schedule to get the conformity finding and recommendation for approval. He displayed the criteria specified in the federal conformity rules that were addressed in the analysis. A slide showing the emission tests for NOx (nitrogen oxide) and VOC (volatile organic compounds) was displayed. The emissions forecasts are less than the limits for both NOx and VOC for all years.

He added that the analysis was completed early so the federal conformity finding will be finished in July. He concluded by asking the MPO members to approve the draft conformity analysis and finding for public review and comment. If there are adverse comments from the two-week public review period, they will be brought before the Transportation Technical Committee in May. Otherwise, final approval will be brought before the MPO in May.

Vice Chairman Goodson Moved to approve the draft conformity analysis and finding for public review and comment; seconded by Mr. Jones. The Motion Carried.

OYSTER POINT TRANSPORTATION STUDY FINAL DRAFT REPORT

Chairman Fraim introduced Mr. Dwight Farmer, Deputy Executive Director, Transportation, to present this report.

Mr. Farmer stated that the city of Newport News requested the PDC staff to conduct a traffic management study for Oyster Point City Center which is a high growth area.

The study components include everything from the basic land use data congestion mitigation strategies to the traditional traffic analysis and projects into the future to the year 2030, the horizon year in the Long Range Plan.

Mr. Farmer reviewed a summary of changes in population, the number of households as well as employment from the year 2000 to 2030. He stated the growth in Newport News is going quite well at about 30 percent for the three attributes. When looking at the study area, the growth rate is significant, 150 percent for population and households and nearly 80 percent for employment which presents a traffic challenge.

Congestion mitigation strategies covered transit capital improvements, public transit operational improvements and bicycle and pedestrian facilities. He displayed a map depicting the proposed Peninsula Rapid Transit project. The study also included recommendations for bike and pedestrian facilities. Traffic initiatives, such as telecommuting, flextime, vanpools, etc., have also been included in the study.

Mr. Farmer then reviewed a chart outlining intersections that are at or near capacity during the morning and afternoon hours. The PDC staff has worked with Newport News staff to optimize current traffic signal plans to help improve the traffic situation at a very low cost.

He reviewed future alternatives that staff recommended. These include a "no build" consideration, the extension of Middle Ground Boulevard from Jefferson Avenue to

Warwick Boulevard or the extension of Middle Ground Boulevard from Jefferson Avenue to Warwick Boulevard and an I-64 partial interchange.

Mr. Farmer displayed a chart showing 2030 intersection analysis results for the morning peak hour and afternoon peak hour. Four columns are displayed showing the delays for the existing optimized intersections as well as the results for the three alternatives.

It is obvious when reviewing the data that Alternative A is not recommended which results in the highest intersection delays. Alternative C is not recommended because from a traffic engineering perspective, the extra money spent is not worth the benefits. Alternative B is recommended because it provides the most benefit.

Mr. Farmer added that staff also looked at some low-cost enhancements that can achieve some significant improvements in the level of service. Those enhancements include turn bay extensions, addition of turn lanes, channelization and reoptimized signal timings. He displayed some graphs outlining in more detail the benefits that can be achieved from Alternative B in 2030 to the affected intersections.

Mr. Farmer concluded by asking the MPO to approve the report for formal distribution.

Mayor Frank Moved to approve the report for formal distribution; seconded by Mr. Gilliland. The Motion Carried.

DRAFT PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION COORDINATED PLAN

The Chairman introduced Ms. Patrisha Piras of HRT to present this report.

(Mayor Oberndorf departed.)

Ms. Piras stated this has been a year and a half effort by Williamsburg Area Transport (WAT), HRPDC and Hampton Roads Transit (HRT) to derive projects from a locally developed coordinated public transit-human services transportation plan as outlined in SAFETEA-LU. The Section 5310 program has been in existence for some time and is capital money for nonprofit organizations for seniors and people with disabilities. The Job Access and Reverse Commute (JARC) program used to be earmarked but is now a formula program, and the New Freedom Program is for services to people with disabilities that are both new and beyond the Americans with Disabilities Act.

HRT is the designated recipient for the Virginia Beach urbanized area which includes all of the HRT service area, the nonurbanized areas of the region and Williamsburg. The state, through Department of Rail and Public Transportation (DRPT), is the designated recipient for the nonurbanized areas such as Isle of Wight and for the 5310 money which is a statewide formula.

The Coordinated Plan must include an assessment of existing services, providers and users; assessment of current gaps and needs; and strategies and/or activities to address gaps and achieve efficiencies.

(Mr. Smith departed.)

Ms. Piras displayed a summary of money that has been made available under the JARC and New Freedom Programs to the urbanized area. The total is just under \$1 million a year.

There has been an extensive stakeholder outreach and public involvement process. A mailing list was compiled with over 150 organizations; an online survey with a response from 39 agencies; three rounds of regional meetings in a year's time conducted in Hampton, Norfolk and Williamsburg; newspaper ads asking for public comment and a dedicated phone line, email address and website.

Ms. Piras displayed a list of key strategies and types of projects identified for the Hampton Roads area. Any application for a project requesting funds under JARC, New Freedom or 5310 must be able to point to one of the strategies or types of projects listed in order to receive funding through the SAFETEA-LU structure. Capital projects are being emphasized for the first couple of years since it is unknown what will happen with JARC and New Freedom with reauthorization after September 2009.

The plan is scheduled for endorsement and approval through the end of April. It has been endorsed by WAT, recommended for endorsement by the TTC, and the HRT Commission will be asked for approval on April 24th. The first year of funding must be obligated by September 30th. Applications will be due by May 13th for the first round and a second round of applications and selections will likely occur by November.

She concluded by offering to answer questions and asking for the MPO's endorsement of the Coordinated Plan.

Mr. Rickards Moved to endorse the Hampton Roads Area Coordinated Plan; seconded by Mr. Townes. The Motion Carried.

HURRICANE EVACUATION STUDY

Chairman Fraim introduced Mr. Michael Cline with Virginia Department of Emergency Management.

Mr. Cline introduced Mr. Stewart Baker to present the recent hurricane evacuation study information.

Mr. Baker stated that he would present an interim update for the 11 Hampton Roads jurisdictions listed. The study process was purposely broken into various phases so the updated data could be distributed to the jurisdictions for utilization and acquisition into their plans for the upcoming hurricane season.

Maps of the surge inundation areas of the current study were compared with the previous 1992 study. The new data allows for an increase in sea level of approximately one foot from the information previously used. Also, the surge inundation limits utilize a high tide feature rather than the mean tide feature previously used. With the extensive amount of impact areas, significant numbers of people are impacted by this.

Mr. Baker reviewed a graph depicting the number of people subject to evacuation or relocation based on the storm surge category. He also reviewed a map of the area with three key areas marked. He stated that the Bowers Hill area is a significant bottleneck area for a major evacuation in the Hampton Roads region. The map also earmarks the area of Hampton Roads that would utilize the reverse lane evacuation on I-64 if that alternative is implemented by the Governor. He further reviewed that in a Category 1 hurricane, it is estimated that 90,000-110,000 people would be leaving the region. The number increases to 260,000-290,000 people in a Category 2 storm. The numbers increase to close to 900,000 for a catastrophic event. The remaining Hampton Roads population will stay in region and seek refuge in available facilities.

Mr. Baker then compared minimum clearance times from the 1992 study to the current study with and without lane reversal. The figures represent the clearance times from the initial start of evacuation to the last vehicle leaving from the Hampton Roads Bridge Tunnel to the Richmond I-295 interchange. He added that the clearance times are estimated without the impact of any traffic incidents. A parallel study is ongoing and VMASC is developing a model and simulation that will allow estimates for the impact of traffic incidents.

When looking at the clearance times, the local emergency management community felt that a significant number of people would choose not to evacuate which creates more issues that must be addressed within the region. He then reviewed a chart depicting the projected out of region public shelter needs for those who do evacuate. In the previous 1992 study, the need for inland sheltering was not considered significant until the storm reached a Category 3 level.

(Mr. Dyer departed.)

Fifty-six facilities have been identified as available shelters that are outside the storm surge zone and can be utilized in all events. The state is diligently working with localities to consider other facilities for shelters or refuges of last resort. An additional 95 facilities are still being considered as options to reduce the number of people who would need to leave the area. Mr. Baker added that he asked localities a couple months ago for identified refuges of last resort. The localities are working diligently with VDEM in identifying additional facilities to help house the Hampton Roads community.

He explained that a shelter is a facility with full services such as cots, blankets, food services, medical services, sanitary services and security. A refuge of last resort is a facility offering only sanitary facilities and security. Local shelters and refuges of last resort can increase in the region through more cooperative memorandums of understanding between the localities.

Mr. Baker concluded and offered to return to provide further updates as they become available. He offered to answer questions.

(Mr. Caskey and Ms. Henley departed.)

Discussion continued. It was explained that the reverse lanes will be utilized by Southside residents and the traditional I-64 west lanes will be utilized by the Peninsula residents.

Mayor Frank asked Mr. Baker if he had a sense of the number of days prior to the actual event that the Governor might announce a mandatory evacuation.

(Mr. Chandler departed.)

Mr. Baker answered that a state exercise plan is scheduled for May 2nd with a number of jurisdictions involved to help define the outward timeline prior to the start of the 2008 hurricane season. Many factors are involved when trying to specifically answer that question.

Mayor Frank voiced his concerns about falling trees and signs on the interstate during strong winds and suggested that those issues be discussed. He added that it is important to focus on finding state and federal funding to assist localities in building hardened shelters to house those who cannot evacuate or stay in their homes.

(Mr. Franklin departed.)

Mr. Baker stated that VDEM is working with VDOT, Virginia State Police and the National Guard to completely revamp the hurricane evacuation traffic control plan. This year's plan will not just be a Hampton Roads plan; it will be a statewide plan.

Mayor Frank asked if financial considerations have been made for people who cannot get into a governmentally controlled shelter due to lack of space.

Mr. Baker replied that each locality is trying to identify the population with no transportation so possible assistance can be provided. He added if a state provided shelter is full, then the state would have an obligation to try to find safe shelter for people during the peak of the storm.

Chairman Fraim asked whose responsibility it is for positioning tow trucks on I-64 to address the issue of accident clearing.

Mr. Baker answered that issue is being addressed under contract by VDOT for tow trucks, water and sanitary facilities that will be placed at designated locations along I-64 as well as services on Route 58 at the weigh station.

Another question was asked regarding ambulance service for emergencies that might arise. Mr. Baker stated that the traffic control gates on the ramps will be manned to allow access for emergency vehicles. In addition, the state has been working closely with other communities to provide task forces during a major evacuation to respond primarily to events on the interstate.

Mayor Kearney commented that he and Mr. Wallace attended the National Inner City Conference in New Orleans where they spoke with the mayor and his staff regarding disaster preparedness. The bottom line is a person must be able to take care of himself for at least ten days.

FOR YOUR INFORMATION

The Chairman asked for questions or comments regarding the informational items. None were noted.

Vice Chairman Goodson commented that he had asked staff for a quick presentation regarding the process to follow if members wish to revisit the 2030 Long Range Plan to review the projects that were passed approximately ten years ago.

Chairman Fraim stated that the response is in Old/New Business. He then asked if a formal presentation is desired at the next meeting.

Mr. Gilliland replied that he would like a presentation at the next meeting so members will know the process to follow.

Chairman Fraim assured the members it would be in the agenda for the next meeting.

OLD/NEW BUSINESS

Chairman Fraim asked if there was any old or new business for the MPO.

No further old or new business was brought before the MPO.

ADJOURNMENT

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

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #2: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT: VDOT (20 NEW HIGHWAY SAFETY PROJECTS) (FINAL APPROVAL)

This item was included in the April 2008 MPO agenda and was approved for public review and comment. The public comment period ran from April 18 through May 2, 2008. No comments were received.

The request from VDOT to amend the FY06-09 TIP to add the following 20 new Highway Safety Improvement Program (HSIP) projects was attached to the April MPO agenda.

- a. UPC# 86478, Add left turn lane at the intersection of Armistead Avenue and LaSalle Avenue in Hampton.
- b. UPC# 86480, Construct left turn lane and upgrade existing traffic signal at the intersection of Pembroke Avenue and Grimes/Shelton Road in Hampton.
- c. UPC# 86488, Construct left turn lane at the intersection of Fox Hill Road and Clemwood Parkway in Hampton.
- d. UPC# 86489, Add left turn lane at the intersection of Andrews Boulevard and Woodland Road in Hampton.
- e. UPC# 86490, Construct left turn lane at the intersection of LaSalle Avenue and West Queen Street in Hampton.
- f. UPC# 86491, Upgrade existing traffic signal at the intersection of Norview Avenue and Military Highway in Norfolk.
- g. UPC# 86492, Upgrade existing traffic signal at the intersection of Colley Avenue and 26th Street in Norfolk.
- h. UPC# 86494, Increase left turn lane length on Big Bethel Road from Thomas Nelson Drive to West Park Lane in Hampton.
- i. UPC# 86497, Increase left turn lane length and signal modification at the intersection of Armistead Avenue and Tide Mill Lane in Hampton.
- j. UPC# 86499, Modify existing traffic signal at the intersection of Azalea Garden Road and Military Highway in Norfolk.
- k. UPC# 86500, Widen pavement, create median, modify existing traffic signal at the intersection of Executive Drive and Marcella Road in Hampton.
- l. UPC# 86501, Install traffic signal on Coliseum Drive at Coliseum Mall in Hampton.
- m. UPC# 86502, Install left turn lane at the intersection of Military Highway and Galberry Road in Chesapeake.

- n. UPC# 86503, Construct sidewalk along Margaret Booker Drive from Galberry Road to George Washington Highway in Chesapeake.
- o. UPC# 86504, Construct sidewalk to existing sidewalk along Virginia Beach Boulevard from First Colonial Road to Birdneck Road in Virginia Beach.
- p. UPC# 86506, Install pedestrian signals and crosswalk at the intersection of Virginia Beach Boulevard and Stepney Lane in Virginia Beach.
- q. UPC# 86508, Install pedestrian signals and crosswalk at the intersection of General Booth Boulevard and London Bridge Road/Red Mill Boulevard.
- r. UPC# 86509, Construct sidewalk along Norfolk Avenue from 9th Street to Pacific Avenue in Virginia Beach.
- s. UPC# 86670, Redesign the intersection of Oak Grove Road and Green Tree Road in Chesapeake.
- t. UPC# 86678, Lengthen the acceleration lane for westbound right turn traffic at the intersection of Magruder Boulevard and Butler Farm Road in Hampton.

RECOMMENDED ACTION:

Approval.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #3: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT: VDOT (4 PROJECTS) (FINAL APPROVAL)**

This item was included in the April 2008 MPO agenda and was approved for public review and comment. The public comment period ran from April 18 through May 2, 2008. No comments were received.

The request from VDOT to revise the FY06-09 TIP to reflect changes in cost estimates and funding obligations on the following four projects was attached to the April MPO agenda.

The affected projects are as follows:

- a. UPC# 84354, US17 (Dominion Boulevard) in Chesapeake – Widen to four lanes.
- b. UPC# 83395, Data collection to complete the citywide retiming plan in Norfolk.
- c. UPC# 84332, Incident Management Diversion System in Norfolk.
- d. UPC# 84478, Access management crossover improvements on US 17 in Gloucester County.

RECOMMENDED ACTION:

Approval.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #4: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT: VDOT (1 PROJECT) (FINAL APPROVAL)

This item was included in the April 2008 MPO agenda and was approved for public review and comment. The public comment period ran from April 18 through May 2, 2008. No comments were received.

The request from VDOT to revise the FY06-09 TIP to reflect changes in cost estimates and funding obligations on the following project was attached to the April MPO agenda.

The affected project is as follows:

- UPC# 61407, Route 337(Nansemond Parkway) in Suffolk – Widen to 4 lanes
TIP amendment adding PE phase obligation of \$72,000 (STP) in FFY08;
Adding RW phase obligation of \$899,445 in FFY09 and Adding CN phase
obligation of \$1,439,113 (EB/MG) & \$4,203,861 (STP) in FFY09.

RECOMMENDED ACTION:

Approval.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #5: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT: PORTSMOUTH (FINAL APPROVAL)**

This item was included in the April 2008 MPO agenda and was approved for public review and comment. The public comment period ran from April 18 through May 2, 2008. No comments were received.

The request from Portsmouth to revise the FY06-09 TIP to reflect the MPO-approved allocation of an additional \$100,000 in CMAQ-related funds to cover a cost overrun on project UPC# 84475, Equipment Support for Shuttle Service, was attached to the April MPO agenda.

RECOMMENDED ACTION:

Approval.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #6: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT: VDOT (FINAL APPROVAL)**

This item was included in the April 2008 MPO agenda and was approved for public review and comment. The public comment period ran from April 18 through May 2, 2008. No comments were received.

The request from VDOT to revise the FY06-09 TIP to reflect changes to the obligations for a Williamsburg Area Transport project, UPC# T4224, Increase Service Frequency and Add Sunday Service, Phase 1, was attached to the April MPO agenda.

RECOMMENDED ACTION:

Approval.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #7: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT: VDOT**

Attached is a request from VDOT to revise the FY 06-09 TIP to add one new project as follows:

- UPC# 89754, Upgrade traffic signal heads and UPS, various locations in Isle of Wight County.

This amendment request will go out for public review during May in anticipation of final approval by the MPO in June. A copy of the revised TIP page reflecting the proposed revisions is attached.

Attachment

RECOMMENDED ACTION:

Approval for public review and comment.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1700 North Main Street
SUFFOLK, Virginia 23434
VirginiaDOT.org

DAVID S. EKERN, P. E.
COMMISSIONER

April 16, 2008

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

RE: Hampton Roads FY 06-09 TIP Amendment

Dear Dwight:

In a recent review of Hampton Roads FY 2006-2009 Transportation Improvement Program (TIP) it has been noted that the following project should be amended. The amendment of the project in the noted request reflects an addition of a child project with funding obligations listed under parent project UPC 81396. To that end, I request that the following UPC number be amended in the current TIP:

UPC #89754 Traffic Signal upgrade to Signal Heads and UPS, Isle of Wight County, TIP pg N/A TIP Amendment to add project. Project "grouped". See UPC 81396 for obligation.

I am requesting that the Hampton Roads Transportation Technical Committee approve the TIP amendment during their May meeting and the Metropolitan Planning Organization to approve the TIP amendment during their June meeting. Attached you will find a copy of the page from the STIP reflecting the requested changes. Thank you for your support in this effort.

Sincerely,

Eric Stringfield
Hampton Roads District Planning Engineer



Farmer – Hampton Roads FY 06-09 TIP Amendment
April 16, 2008
Page Two

Enclosure
ES/mc

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

Primary

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	0017	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	85732	ROUTE 17 - UPGRADE SIGNAL SYSTEM		Primary	Hampton Roads			
STREET NAME:	ROUTE 17			EST.	SCHEDULE			
JURISDICTION:	Gloucester County			PE	5	FY2007		
DESCRIPTION:	FROM: 1000' NORTH OF ROUTE 606			RW	0	N/A		
	TO: 1000' SOUTH OF ROUTE 1206			CN	135	FY2008		
				TO	140			
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	NH/MAINT							
REVISED:	7/18/07 - Acti new project to TIP.							
REQUIRED ALLOCATIONS (000's)								
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	REQ'D AFTER
National Highway System	112	0	0	0	0	0	0	2010
Allocations								
Preventive Maintenance & Systems Operations	28	0	0	0	0	0	0	
Total	140	0	0	0	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008		
Federal - NH	PE	1	0	0	4	0		
	RW	0	0	0	0	0		
	CN	27	0	0	0	108		

ROUTE:	0017	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	89754	TRAFFIC SIGNAL UPGRADE TO SIGNAL HEADS AND UPS		Primary	Hampton Roads			
STREET NAME:	ROUTE 17			EST.	SCHEDULE			
JURISDICTION:	Isle of Wight County			PE	0	N/A		
DESCRIPTION:	FROM: Newport News City Limit			RW	0	N/A		
	TO: Suffolk City Limit			CN	300	Underway		
				TO	300			
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	HSIP							
REVISED:	6/18/08 - Add new project to TIP. Project is part of "Grouped" Project UPC 81396. Allocation and obligation information associated with this project is contained within UPC 81396.							
REQUIRED ALLOCATIONS (000's)								
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	REQ'D AFTER
	0	0	0	0	0	0	0	2010

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #8: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT: VDOT**

Attached is a request from VDOT to revise the FY 06-09 TIP to revise the obligation information on one project.

The affected project is:

- UPC# 17824, Interstate 64/Norview Avenue Ramp Improvement in Norfolk.

This amendment request will go out for public review during May in anticipation of final approval by the MPO in June. A copy of the revised TIP page reflecting the proposed revisions is attached.

Attachment

RECOMMENDED ACTION:

Approval for public review and comment.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1700 North Main Street
SUFFOLK, Virginia 23434
VirginiaDOT.org

DAVID S. EKERN, P. E.
COMMISSIONER

April 21, 2008

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

RE: Hampton Roads FY 06-09 TIP Amendment

Dear Dwight:

In a recent review of Hampton Roads FY 2006-2009 Transportation Improvement Program (TIP) it has been noted that the following project should be amended. The amendment of the project in the noted request reflects changes in the estimate as well as PE, RW, and CN phase obligations. To that end, I request that the following UPC number be amended in the current TIP:

UPC #17824 I-64/Norview Avenue-Ramp Improvement, Norfolk, TIP Pg B-16 . TIP amendment to reduce PE obligation by \$556,000 (NH) in FFY08. Add RW Phase obligation of \$636,007 (NH) in FFY08 and add CN phase obligation of \$3,280,000 (NH) in FFY10.

I am requesting that the Hampton Roads Transportation Technical Committee approve the TIP amendment during their May meeting and the Metropolitan Planning Organization approve the TIP amendment during their June meeting. Attached you will find a copy of the page from the STIP reflecting the requested changes. Thank you for your support in this effort.

Sincerely,

Eric Stringfield
Hampton Roads District Planning Engineer



Farmer – Hampton Roads FY 06-09 TIP Amendment
April 21, 2008
Page Two

Enclosure
ES/mc

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

Interstate

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	0064	PROJECT	FO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	17824	1-64/NORVIEW AVENUE - RAMP IMPROVEMENT		Interstate	Hampton Roads			
REPORT NOTE:								
STREET NAME:	I-64 -EB			EST.	SCHEDULE			
JURISDICTION:	Norfolk			PE	439 Underway			
DESCRIPTION:	FROM: 0.313 MI. WEST OF NORVIEW AVENUE; TO: 0.215 MI. EAST OF NORVIEW AVENUE			RW	795 FY2009			
				CN	4,100 FY2010			
				TO	5,334			
SCOPE OF WORK:	MINOR WIDENING							
PROJECT LENGTH:	0.4280 MI							
PRINCIPAL FUND SOURCE:	NH							
REVISED:	6/18/08 - Reduce PE Phase obligation by \$556,000 (NH) in FFY08. Add RW Phase obligation of \$636,007 (NH) in FFY08. Add CN Phase obligation of \$3,280,000 (NH) in FFY10.							
REQUIRED ALLOCATIONS (000's)								
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	REQ'D AFTER 2011
RSTP (STP Regional) : Federal	160	0	0	0	0	0	0	0
Non-Formula : Statewide	40	0	0	0	0	0	0	0
Interstate : Statewide	1,556	0	400	1,764	1,196	0	0	0
Interstate : State Match	289	0	100	441	299	0	0	0
Total	2,045	0	500	2,205	1,495	0	0	0
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	
Federal - NH	PE	48	747	0	-556	0	0	0
	RW	159	0	0	636	0	0	0
	CN	820	0	0	0	0	3,280	0
Federal - RSTP	PE	40	160	0	0	0	0	0
	RW	0	0	0	0	0	0	0
	CN	0	0	0	0	0	0	0
Federal Total	PE	88	907	0	-556	0	0	0
	RW	159	0	0	636	0	0	0
	CN	820	0	0	0	0	3,280	0

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #9: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS: VDOT (13 PROJECTS)

Attached is a request from VDOT to revise the FY 06-09 TIP to add four new projects and revise the obligation information on nine projects.

The affected projects are as follows:

- a. UPC# 84333, Research Partnership with Virginia Universities (Regional ITS Data) – revise obligation information.
- b. UPC# 82961, Monticello Avenue Geometric Improvements in James City County – revise obligation information.
- c. UPC# 85024, Route 602 (Longview Drive): Bridge and approaches over Pagan Creek in Isle of Wight County – add new project to TIP.
- d. UPC# 84331, Wayfinder Signs in Hampton – revise obligation information.
- e. UPC# 84338, Improvements at the intersection of South Independence Boulevard and Dahlia Drive in Virginia Beach – revise obligation information.
- f. UPC# 84341, Improvements at the intersection of General Booth Boulevard and London Bridge Road in Virginia Beach – revise obligation information.
- g. UPC# 84346, Improvements at the intersection of South Independence Boulevard and Lynnhaven Parkway in Virginia Beach – revise obligation information.
- h. UPC# 84364, Citywide CCTV Camera Installation Phase 2 (10 Locations) in Hampton – revise obligation information.
- i. UPC# 84366, Improvements at the intersection of Indian River Road and Kempsville Road in Virginia Beach – revise obligation information.
- j. UPC# 86505, Construct sidewalk along Mill Dam Road in Virginia Beach – add new project to TIP.
- k. UPC# 86614, Proactive Safety Projects: Chesapeake – add new project to TIP.
- l. UPC# 86617, Proactive Safety Projects: Virginia Beach – add new project to TIP.
- m. UPC# 87091 (Previously shown in TIP with temporary UPC# T4215), Citywide Retiming Project – Phase 2 in Virginia Beach – revise obligation information.

This amendment request will go out for public review during May in anticipation of final approval by the MPO in June. Copies of the revised TIP pages reflecting the proposed revisions are attached.

Attachment

RECOMMENDED ACTION:

Approval for public review and comment.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1700 North Main Street
SUFFOLK, Virginia 23434
VirginiaDOT.org

DAVID S. EKERN, P. E.
COMMISSIONER

April 23, 2008

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

RE: Hampton Roads FY 06-09 TIP Amendments

Dear Dwight:

In a recent review of Hampton Roads FY 2006-2009 Transportation Improvement Program (TIP) it has been noted that the following projects should be amended as detailed below. The amendment of the projects in the noted request reflects an increase in estimates and funding obligations for the PE phase. To that end, I request that the following UPC numbers be amended in the current TIP:

- **UPC #84333 Research Partnership w/Virginia Universities (Regional ITS), Norfolk, TIP Pg. B-272.1.** TIP amendment to add PE phase obligation of \$300,000 (CM) in FFY08.
- **UPC #82961 Add L&R Turn Lanes on Monticello Ave Ironbound Rd, James City County, TIP Pg. B-60.** TIP amendment to add PE phase obligation of \$151,224 (CM) in FFY08.
- **UPC #85024 Bridge and Approaches Over Pagan Creek (Rte 602, Longview Dr), Isle of Wight County, TIP Pg. N/A.** TIP amendment to add PE phase obligation of \$80,000 (BR) in FFY08.
- **UPC #84331 Wayfinder Signs, Hampton, TIP Pg. B-104.** TIP amendment to add PE phase obligation of \$12,000 (CM) in FFY08.



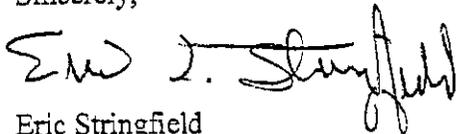
April 23, 2008

Page Two

- **UPC #84338 Intersection Improvement- S. Independence Blvd & Dahlia Dr, Virginia Beach, TIP Pg. B-226.2.** TIP amendment to add PE phase obligation of \$95,238 (CM) in FFY08.
- **UPC #84341 Intersection Improvement- General Booth Blvd & London Bridge, Virginia Beach, TIP Pg. B-212.** TIP amendment to add PE phase obligation of \$92,949 (CM) in FFY08.
- **UPC #84346 Intersection Improvements- S. Independence Blvd & Lynnhaven Parkway, Virginia Beach, TIP Pg. B-226.2.** TIP amendment to add PE phase obligation of \$91,039 (CM) in FFY08.
- **UPC #84364 Citywide CCTV Camera Locations- Phase 2 (10 Locations), Hampton, TIP Pg. B-112.1.** TIP amendment to add PE phase obligation of \$10,000 (CM) in FFY08.
- **UPC #84366 Intersection Improvements- Indian River Rd & Kempsville Rd, Virginia Beach, TIP Pg. B-213.** TIP amendment to add PE phase obligation of \$190,476 (CM) in FFY08.
- **UPC #86505 Construct Sidewalk Along Mill Dam Road, Virginia Beach, TIP Pg. N/A.** TIP amendment to add PE phase obligation of \$4,500 (HSIP) in FFY08.
- **UPC #86614 HSIP Proactive Safety Projects City of Chesapeake, Chesapeake, TIP Pg. N/A.** TIP amendment to add PE phase obligation of \$100,283 (HSIP) in FFY08.
- **UPC #86617 HSIP Proactive Safety Projects City of Virginia Beach, Virginia Beach, TIP Pg. N/A.** TIP amendment to add PE phase obligation of \$181,668 (HSIP) in FFY08.
- **UPC #87091 City Retiming Project- Phase 2, Virginia Beach, TIP Pg. N/A.** TIP amendment to add PE phase obligation of \$600,000(CM) in FFY08.

I am requesting that the Hampton Roads Transportation Technical Committee approve the TIP amendments during their May meeting and the Metropolitan Planning Organization approve the TIP amendments during their June meeting. Attached you will find copies of the pages from the STIP reflecting the requested changes. Thank you for your support in this effort.

Sincerely,



Eric Stringfield
Hampton Roads District Planning Engineer

Enclosures

ES/mc

Farmer – Hampton Roads FY 06-09 TIP Amendments
April 23, 2008
Page Three

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

Primary

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	0258	PROJECT	RTE 258 - WIDENING 2 TO 3 LANES WITH CURB & GUTTER		PROGRAM/SYSTEM	Primary	MPO Area	Hampton Roads
UPC NO.:	58297		NFO					
REPORT NOTE:	MPO Project - PE Only - Balance to be provided by MPO							
STREET NAME:	ROUTE 258						EST.	SCHEDULE
JURISDICTION:	Isle of Wight County						PE	785 Underway
DESCRIPTION:	FROM: ROUTE 620						RW	0 N/A
	TO: SMITHFIELD MIDDLE SCHOOL						CN	0 N/A
							TO	785
SCOPE OF WORK:	RECONSTRUCTION							
PROJECT LENGTH:	1.2000 MI							
PRINCIPAL FUND SOURCE:	STP							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
RSTP (STP Regional)	348	0	0	0	0	0	0	
State Match - Non-Formula	87	0	0	0	0	0	0	
Total	435	0	0	0	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008		
Federal - RSTP	PE	87	348	0	0	0		
	RW	0	0	0	0	0		
	CN	0	0	0	0	0		

ROUTE:	0321	PROJECT	ADD L & RR TURN LANES ON MONTICELLO IRONBUND RD		PROGRAM/SYSTEM	Primary	MPO Area	Hampton Roads
UPC NO.:	82961		NFO					
REPORT NOTE:	MPO Project							
STREET NAME:	MONTICELLO AVE (ROUTE 321)						EST.	SCHEDULE
JURISDICTION:	James City County						PE	189 FY2009
DESCRIPTION:	FROM: ROUTE 199						RW	126 FY2011
	TO: NEWS RD						CN	882 FY2012
							TO	1,197
SCOPE OF WORK:	RECONSTRUCTION							
PROJECT LENGTH:	0.5000 MI							
PRINCIPAL FUND SOURCE:	CM							
REVISED:	1/17/07 - Add new project to TIP. Initial UPC in SYIP was T4194. 8/16/07 - Administrative Modification to incorporate TIP Addendum. Added Obligations section per Addendum Lis. 6/18/08 - Revise Cos Estimate. Move PE Phase Obligation from FY2009 to FY08 and increase to \$151,224 (CM).							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
CMAQ (Congestion Mitigation and Air Quality)	0	0	0	160	528	0	0	
State Match - Non-Formula	0	0	0	40	332	0	0	
Total	0	0	0	200	660	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008	FY2009	FY2010
Federal - CM	PE	38	0	0	0	151	0	0
	RW	0	0	0	0	0	0	0
	CN	0	0	0	0	0	0	0

Urban

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	U000	PROJECT	NFO		PROGRAM/SYSTEM	MPO Area		
UPC NO.:	17828	CITY WIDE CLOSED LOOP SIGNAL UPGRADE			Urban	Hampton Roads		
REPORT NOTE:	MPO Project - PE Only, accrual of funds towards RW, Contract administration by City							
STREET NAME:	CITYWIDE					EST.	SCHEDULE	
JURISDICTION:	Chesapeake					PE	678	Complete
DESCRIPTION:	SSAFETY/TRAFFIC OPERS/TSM					RW	0	N/A
						CN	0	N/A
						TO	678	
SCOPE OF WORK:	SSAFETY/TRAFFIC OPERS/TSM							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	STP							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
RSTP (STP Regional)	57	0	0	0	0	0	0	
State Match Non-Formula	14	0	0	0	0	0	0	
Total	71	0						
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008		
Federal - RSTP	PE	14	542	-486	0	0		
	RW	0	0	0	0	0		
	CN	0	0	0	0	0		

ROUTE:	0000	PROJECT	NFO		PROGRAM/SYSTEM	MPO Area		
UPC NO.:	86614	HSIP Proactive Safety Projects City of Chesapeake			Urban	Hampton Roads		
REPORT NOTE:								
STREET NAME:						EST.	SCHEDULE	
JURISDICTION:	Chesapeake					PE	111	FY2009
DESCRIPTION:	City of Chesapeake Safety Improvements					RW	0	N/A
						CN	817	N/A
						TO	929	
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	HSIP							
REVISED:	6/18/08 - Add new project to TIP. Add PE Phase Obligation of \$100,263 (HSIP) in FFY08.							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
Highway Safety Improvements	0	0	93	0	0	0	0	
Highway Safety Improvements	0	0	836	0	0	0	0	
Total	0	0	929	0	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	
Federal - HSIP	PE	11	0	0	100	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	

Urban

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	U000	PROJECT	NFO		PROGRAM/SYSTEM	MPO Area		
UPC NO.:	52364	INTERSECTION IMPROVEMENTS - FOX HILL RD AND WOODLAND RD			Urban	Hampton Roads		
REPORT NOTE:	MPO Project - Additional funding to be provided by MPO.							
STREET NAME:					EST.	SCHEDULE		
JURISDICTION:	Hampton				PE	10	Complete	
DESCRIPTION:	FOX HILL RD & WOODLAND RD				RW	0	N/A	
					CN	400	Underway	
					TO	410		
SCOPE OF WORK:	ENVIRONMENTALLY RELATED							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	CM							
REVISED:	1/17/07 - Added FY07 allocation of \$176,000 CM (plus State Match) per MPO Action of 10/18/06.							
REQUIRED ALLOCATIONS (000's)								
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	REQ'D AFTER 2010
CMAQ (Congestion Mitigation and Air Quality	328	176	0	0	0	0	0	
Formula - Urban	82	0	0	0	0	0	0	
State Match Non-Formula	0	44	0	0	0	0	0	
Local Project Contributions	2	0	0	0	0	0	0	
Total	412	220	0	0	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008		
Federal - CM	PE	1	2	0	0	0		
	RW	0	0	0	0	0		
	CN	80	320	0	0	0		
Other	PE	0	1	0	0	0		
	RW	0	0	0	0	0		
	CN	0	0	0	0	0		
Federal Total	PE	1	2	0	0	0		
	RW	0	0	0	0	0		
	CN	80	320	0	0	0		

ROUTE:	U000	PROJECT	NFO		PROGRAM/SYSTEM	MPO Area		
UPC NO.:	84331	WAYFINDER SIGNS			Urban	Hampton Roads		
REPORT NOTE:	MPO Project. Complete estimate & schedule required.							
STREET NAME:						EST.	SCHEDULE	
JURISDICTION:	Hampton				PE	15	FY2009	
DESCRIPTION:					RW	5	FY2009	
					CN	280	FY2010	
					TO	300		
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	CM							
REVISED:	1/17/07 - Add new project to TIP. Initial UPC in SYIP was T417B.							
	6/18/08 - Revise Cos: Estimate. Add PE Phase Obligation of \$12,000 (CM) in FFY06.							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
CMAQ (Congestion Mitigation and Air Quality)	0	0	191	89	0	0	0	
State Match - Non-Formula	0	0	48	22	0	0	0	
Total	0	0	238	112	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	
Federal - CM	PE		3	0	12	0	0	
	RW		0	0	0	0	0	
	CN		0	0	0	0	0	

Urban

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	U000	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	84330	CITYWIDE AVL FOR EMERGENCY SERVICES VEHICLES		Urban	Hampton Roads			
STREET NAME:	CITYWIDE				EST. SCHEDULE			
JURISDICTION:	Hampton				PE 270 FY2007			
DESCRIPTION:					RW 0 N/A			
					CN 0 N/A			
					TO 270			
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	CM							
REVISED:	1/17/07 - Add new project to TIP. Initial UPC in SYIP was T4172							
	9/5/07 - Administrative Modification - Add FY07 PE Phase Obligation of \$270,000 CM.							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
CMAQ (Congestion Mitigation and Air Quality)	0	270	0	0	0	0	0	
State Match - Non-Formula	0	0	0	0	0	0	0	
Total	0	270	0	0	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008	FY2009	FY2010
Federal - CM	PE	0	0	0	270	0	0	0
	RW	0	0	0	0	0	0	0
	CN	0	0	0	0	0	0	0

ROUTE:	U000	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	84364	CITYWIDE CCTV CAMERA INSTALLATION PHASE 2 (10 LOCATIONS)		Urban	Hampton Roads			
REPORT NOTE:	MPO Project - Complete estimate & schedule required.							
STREET NAME:	CITYWIDE				EST. SCHEDULE			
JURISDICTION:	Hampton				PE 10 FY2009			
DESCRIPTION:					RW 1 FY2009			
					CN 489 FY2009			
					TO 500			
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	CM							
REVISED:	1/17/07 - Add new project to TIP. Initial UPC in SYIP was T4173.							
	6/18/08 - Revise Cost Estimate. Add PE Phase Obligation of \$10,000 (CM) in FFY08.							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
CMAQ (Congestion Mitigation and Air Quality)	0	0	0	500	0	0	0	
State Match - Non-Formula	0	0	0	0	0	0	0	
Total	0	0	0	500	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	
Federal - CM	PE	0	0	0	10	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	

Urban

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	0000	PROJECT	NFO		PROGRAM/SYSTEM	MPO Area		
UPC NO.:	87091	CITYWIDE RETIMING PROJECT - PHASE 2			Urban	Hampton Roads		
REPORT NOTE:								
STREET NAME:	CITYWIDE					EST.	SCHEDULE	
JURISDICTION:	Virginia Beach				PE	600	FFY2009	
DESCRIPTION:	Various Locations				RW	0	N/A	
					CN	0	N/A	
					TO	600		
SCOPE OF WORK: SAFETY/TRAFFIC OPERS/TSM								
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE: CM								
REVISED: 1/17/07 - Add new project to TIP.								
6/18/08 - Update UPC # from initial UPC 14215. Add PE Phase Obligation of \$600,000 (CM) in FFY08.								
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
CMAQ (Congestion Mitigation and Air Quality)	0	0	0	600	0	0	0	
State Match Non-Formula	0	0	0	0	0	0	0	
Total	0	0	0	600	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008	FY2009	FY2010
Federal - CM	PE	0	0	0	0	600	0	0
	RW	0	0	0	0	0	0	0
	CN	0	0	0	0	0	0	0

ROUTE:	0000	PROJECT	NFO		PROGRAM/SYSTEM	MPO Area		
UPC NO.:	82112	ITS CITY WIDE SIGNAL SYSTEM UPGRADE			Urban	Hampton Roads		
STREET NAME: CITYWIDE								
JURISDICTION: Virginia Beach								
DESCRIPTION: CITYWIDE								
						EST.	SCHEDULE	
					PE	603	FY2008	
					RW	0	N/A	
					CN	0	N/A	
					TO	603		
SCOPE OF WORK: SAFETY/TRAFFIC OPERS/TSM								
PROJECT LENGTH: 0.0000 MI								
PRINCIPAL FUND SOURCE: DEMO								
REVISED: 1/16/08 - Add new project to TIP.								
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
ITS Funds : Federal	431	0	0	0	0	0	0	
Locally Administered & Funded	172	0	0	0	0	0	0	
Total	603	0	0	0	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008	FY2009	FY2010
Federal - STP	PE	108	0	0	0	431	0	0
	RW	0	0	0	0	0	0	0
	CN	0	0	0	0	0	0	0
Other	PE	0	0	0	0	65	0	0
	RW	0	0	0	0	0	0	0
	CN	0	0	0	0	0	0	0
Federal Total	PE	108	0	0	0	431	0	0
	RW	0	0	0	0	0	0	0
	CN	0	0	0	0	0	0	0

Urban

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	U000	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	84341	INTERSECTION IMPROVEMENT - GENERAL BOOTH BLVD & LONDON BRIDGE RD		Urban	Hampton Roads			
REPORT NOTE:								
STREET NAME:	GENERAL BOOTH BLVD				EST.	SCHEDULE		
JURISDICTION:	Virginia Beach			PE	116	FY2009		
DESCRIPTION:	AT LONDON BRIDGE RD			RW	58	FY2010		
				CN	871	N/A		
				TO	1,045			
SCOPE OF WORK: SAFETY/TRAFFIC OPERS/TSM								
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE: CM								
REVISED: 1/17/07 - Add new project to TIP. Initial JPC in SYIP was T4220.								
5/18/08 - Revise Cost Estimate. Add PE Phase Obligation of \$52,949 (CM) in FFY08.								
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
CMAQ (Congestion Mitigation and Air Quality)	0	0	0	720	0	0	0	
State Match Non-Formula	0	0	0	180	0	0	0	
Total	0	0	0	900	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	
Federal - CM	PE	23	0	0	93	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	

ROUTE:	U000	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	15827	HOLLAND ROAD - UPGRADE TO 4 LANES		Urban	Hampton Roads			
STREET NAME: HOLLAND RD								
JURISDICTION: Virginia Beach								
DESCRIPTION: FROM: 0.207 MI NORTH OF DAM NECK RD								
TO: 0.152 MI SOUTH OF NIMMO PKWY								
					EST.	SCHEDULE		
				PE	2,682	Underway		
				RW	17,097	Underway		
				CN	15,279	FY2008		
				TO	35,058			
SCOPE OF WORK: MAJOR WIDENING								
PROJECT LENGTH: 2.7200 MI								
PRINCIPAL FUND SOURCE: STP								
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
Formula - Urban	28,101	2,075	1,434	1,372	1,374	0	0	
Local Project Contributions	573	42	29	28	28	0	0	
Total	28,674	2,117	1,463	1,400	1,402	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008	FY2009	
Federal - STP	PE	672	2,689	0	0	0	0	
	RW	3,419	13,677	0	0	0	0	
	CN	2,240	0	0	0	8,961	0	
Other	PE	0	0	0	0	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	645	0	
Federal Total	PE	672	2,689	0	0	0	0	
	RW	3,419	13,677	0	0	0	0	
	CN	2,240	0	0	0	8,961	0	

Urban

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	U000	PROJECT	NFO		PROGRAM/SYSTEM	MPO Area		
UPC NO.:	15829	INDIAN RIVER ROAD - UPGRADE TO 4 LANES			Urban	Hampton Roads		
REPORT NOTE:	PE only accruing funds for RW & CN. City administered/State Match - Funds paid for out of First Cities Initiative Payments							
STREET NAME:	INDIAN RIVER RD					EST.	SCHEDULE	
JURISDICTION:	Virginia Beach				PE	3,211	Underway	
DESCRIPTION:	FROM: LYNNHAVEN PKWY				RW	0	N/A	
	TO: ELBOW RD				CN	0	N/A	
					TO	3,211		
SCOPE OF WORK:	MAJOR WIDENING							
PROJECT LENGTH:	3.5000 KM							
PRINCIPAL FUND SOURCE:	STP							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
Formula - Urban	9,225	0	0	0	0	0	0	
Locally Administered & Funded	1,993	0	0	0	0	0	0	
Total	11,218	0	0	0	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008	FY2009	
Federal - STP	PE	642	2,569	0	0	0	0	
	RW		2,979	11,917	0	0	0	
	CN		0	0	0	0	0	

ROUTE:	U000	PROJECT	NFO		PROGRAM/SYSTEM	MPO Area		
UPC NO.:	84366	INTERSECTION IMPROVEMENT - INDIAN RIVER RD & KEMPSVILLE RD			Urban	Hampton Roads		
REPORT NOTE:	Complete estimate & schedule required.							
STREET NAME:	INDIAN RIVER RD					EST.	SCHEDULE	
JURISDICTION:	Virginia Beach				PE	238	FY2009	
DESCRIPTION:	AT KEMPSVILLE RD				RW	238	FY2009	
					CN	1,310	N/A	
					TO	1,786		
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	CM							
REVISED:	1/17/07 - Add new project to TIP. Initial UPC in SYIP was T4216.							
	6/18/08 - Revise Cost Estimate. Add PE Phase Obligation of \$190,476 (CM) in FFY08.							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
CMAQ (Congestion Mitigation and Air Quality)	0	0	0	358	842	0	0	
State Match Non-Formula	0	0	0	89	211	0	0	
Total	0	0	0	447	1,053	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	
Federal - CM	PE	48	0	0	190	0	0	
	RW		0	0	0	0	0	
	CN		0	0	0	0	0	

Urban

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	U000	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	84338	INTERSECTION IMPROVEMENT - S INDEPENDENCE		Urban	Hampton Roads			
		BLVD & DAHLIA DR						
REPORT NOTE:	Complete estimate & schedule required.							
STREET NAME:	S INDEPENDENCE BLVD					EST.	SCHEDULE	
JURISDICTION:	Virginia Beach				PE	119	FY2009	
DESCRIPTION:	AT DAHLIA DR				RW	119	FY2009	
					CN	952	N/A	
					TO	1,190		
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	CM							
REVISED:	1/17/07 - Add new project to TIP. Initial UPC in SYIP was T4218.							
	6/18/08 - Revise Cost Estimate. Add PE Phase Obligation of \$95,236 (CM) in FFY08.							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
CMAQ (Congestion Mitigation and Air Quality)	0	0	0	320	480	0	0	
State Match Non-Formula	0	0	0	80	120	0	0	
Total	0	0	0	400	600	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	
Federal - CM	PE	24	0	0	95	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	

ROUTE:	U000	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	84346	INTERSECTION IMPROVEMENT - S INDEPENDENCE		Urban	Hampton Roads			
		BLVD & LYNNHAVEN PKWY						
REPORT NOTE:	Complete estimate & schedule required.							
STREET NAME:	S INDEPENDENCE BLVD					EST.	SCHEDULE	
JURISDICTION:	Virginia Beach				PE	114	FY2009	
DESCRIPTION:	AT LYNNHAVEN PKWY				RW	57	FY2009	
					CN	853	N/A	
					TO	1,024		
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	CM							
REVISED:	1/17/07 - Add new project to TIP. Initial UPC in SYIP was T4218.							
	6/18/08 - Revise Cost Estimate. Add PE Phase Obligation of \$91,039 (CM) in FFY08.							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
CMAQ (Congestion Mitigation and Air Quality)	0	0	0	160	560	0	0	
State Match Non-Formula	0	0	0	40	140	0	0	
Total	0	0	0	200	700	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	
Federal - CM	PE	23	0	0	91	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	

Urban

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	0000	PROJECT	NFO		PROGRAM/SYSTEM	MPO Area	
UPC NO.:	86505	CONSTRUCT SIDEWALK ALONG MILL DAM ROAD			Urban	Hampton Roads	
REPORT NOTE:							
STREET NAME:	Mill Dam Road				EST.	SCHEDULE	
JURISDICTION:	Virginia Beach				PE	5	FY2009
DESCRIPTION:	FROM: FIRST COLONIAL ROAD				RW	10	FY2010
	TO: GREAT NECK ROAD				CN	65	FY2010
					TO	80	
SCOPE OF WORK: SAFETY/TRAFFIC OPERS/TSM							
PROJECT LENGTH:							
PRINCIPAL FUND SOURCE: HSIP							
REVISED: 6/18/08 - Add new project to TIP. Add PE Phase Obligation of \$4,506 (HSIP) in FFY08.							
REQUIRED ALLOCATIONS (000's)							
Fund Sources	Prev. Alloc	FY2008	FY2009	FY2010	FY2011	FY2012	2013
Highway Safety Improvements	0	8	0	0	0	0	
Highway Safety Improvements	0	72	0	0	0	0	0
Total							
OBLIGATIONS (000's)							
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010
Federal - HSIP	PE	1	0	0	5	0	0
	RW	0	0	0	0	0	0
	CN	0	0	0	0	0	0

ROUTE:	0000	PROJECT	NFO		PROGRAM/SYSTEM	MPO Area		
UPC NO.:	86617	HSIP Proactive Safety Projects City of Virginia Beach			Urban	Hampton Roads		
REPORT NOTE:								
STREET NAME:					EST.	SCHEDULE		
JURISDICTION:	Virginia Beach				PE	202	FY2009	
DESCRIPTION:	Virginia Beach Safety Improvements				RW	0	N/A	
						CN	1,480	N/A
					TO	1,682		
SCOPE OF WORK: SAFETY/TRAFFIC OPERS/TSM								
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE: HSIP								
REVISED: 6/18/08 - Add new project to TIP. Add PE Phase Obligation of \$121,656 (HSIP) in FFY08.								
REQUIRED ALLOCATIONS (000's)								
Fund Sources	Prev. Alloc	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	REQ'D AFTER 2010
Highway Safety Improvements	0	168	0	0	0	0	0	
Highway Safety Improvements	0	1,514	0	0	0	0	0	
Total								
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	
Federal - HSIP	PE	20	0	0	182	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	

Secondary

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	0602	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	85024	BRIDGE AND APPROACHES OVER PAGEN CREEK		Secondary	Hampton Roads			
STREET NAME:	RTE 602 (LONGVIEW DRIVE)				EST.	SCHEDULE		
JURISDICTION:	Isle of Wight County				PE	100	FY2009	
DESCRIPTION:	FROM: 1.0 MI N. Route 600				RW	200	FY2010	
	TO: 1.4 MI N. Route 600				CN	1,000	FY2011	
					TO	1,300		
SCOPE OF WORK:	BRIDGE REPLACEMENT							
PROJECT LENGTH:	0.4000mi							
PRINCIPAL FUND SOURCE:								
REVISED:	6/18/08 - Add new project to TIP. Add PE Phase Obligation of \$80,000 (BR) in FFY08.							
REQUIRED ALLOCATIONS (000's)								
Fund Sources	Prev. Alloc	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	REQ'D AFTER 2010
Secondary Formula : Federal	69	69	59	0	0	0	0	
Secondary Formula : State Match	17	17	15	0	0	0	0	
Total	87	87	74	0	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	
Federal - BR	PE	20	0	0	80	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	

Miscellaneous

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 84332	INCIDENT MANAGEMENT DIVERSION SYSTEM		<i>Miscellaneous</i>	Hampton Roads				
REPORT NOTE:	MPO Project - complete estimate & schedule required.							
STREET NAME:	CITYWIDE			EST. SCHEDULE				
JURISDICTION:	Norfolk		PE	0 N/A				
DESCRIPTION:			RW	0 N/A				
			CN	0 N/A				
			<u>TO</u>	<u>0</u>				
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/ TSM							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	CM							
REVISED:	1/17/07 - Add new project to TIP. Initial UPC in SYIP was T4205.							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
CMAQ (Congestion Mitigation and Air Quality)	0	0	275	225	0	0	0	
State Match - Non-Formula	0	0	0	0	0	0	0	
Total	0	0	275	225	0	0	0	

ROUTE:	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 84333	RESEARCH PARTNERSHIP W/ VIRGINIA UNIVERSITIES (REGIONAL ITS DATA)		<i>Miscellaneous</i>	Hampton Roads				
REPORT NOTE:								
STREET NAME:				EST. SCHEDULE				
JURISDICTION:	Norfolk		PE	300 FY2009				
DESCRIPTION:			RW	0 N/A				
			CN	0 N/A				
			<u>TO</u>	<u>300</u>				
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/ TSM							
PROJECT LENGTH:								
PRINCIPAL FUND SOURCE:	CM							
REVISED:	1/17/07 - Add new project to TIP. Initial UPC in SYIP was T4206.							
	6/18/08 - Revise Cost Estimate. Add PE Phase Obligation of \$300,000 (CM) in FFY08.							
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2010
CMAQ (Congestion Mitigation and Air Quality)	0	0	0	100	200	0	0	
State Match - Non-Formula	0	0	0	0	0	0	0	
Total	0	0	0	100	200	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	
Federal - CM	PE	20	0	0	300	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #10: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISION:
REQUEST FOR TRANSFER OF CMAQ FUNDING – NEWPORT NEWS**

Attached is a request from Newport News to reallocate the remaining \$125,237 in CMAQ funds from project UPC# T1831, Newport News Shuttle Project (which has been terminated) to project UPC# T4196, Citywide Bus Shelter Program.

Should the MPO approve this request, a TIP amendment request regarding this action will go out for public review during May in anticipation of final approval by the MPO in June.

Attachment

RECOMMENDED ACTION:

Approval for public review and comment.



City of Newport News

Virginia 23607

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

Office Of The City Manager

April 18, 2008

Mr. Arthur C. Collins
Executive Director
Hampton Roads Planning District Commission
723 Woodlake Drive
Chesapeake, VA 23320

Dear Mr. Collins:

Subject: Newport News CMAQ Reallocation Request

The City of Newport News requests that the MPO approve the reallocation of \$125,237 remaining in Congestion Mitigation and Air Quality (CMAQ) grant monies for the Newport News Shuttle, UPC No. T1831, to the CMAQ project for the Citywide Bus Shelter Program, UPC No. T4196, which has \$110,000 in CMAQ funds approved by the MPO. This reallocation would create a combined total of \$235,837.13 in funding to improve bus shelters for citizens citywide who rely on the bus to get to work every day.

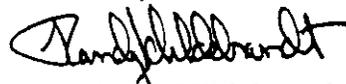
The Newport News Shuttle "Jump over Jeff" operated between Port Warwick and Oyster Point City Center between June 17, 2006 and March 1, 2007 when service was terminated due to poor ridership. A private consultant, the Marketing Source/Clarity, was hired by HRT to prepare a needs assessment to determine likely success of extending shuttle service to Patrick Henry Mall and Jefferson Commons. The results of the needs assessment indicated that the shuttle would require 15 minute headways, and result in 5 passengers per hour riding the shuttle. The consultants suggested improving existing fixed bus routes and bus shelters citywide in order to encourage more citizens to ride public transit. From this project, approximately \$125,837.13 in funding remains.

In Newport News, many of our bus stops and transfer points citywide are unattractive due to the lack of shelters, benches, and other site furnishings. City staff is preparing with HRT a plan to address these issues and to purchase modern, standardized shelters to be placed at locations receiving a high number of passenger boardings; and the most heavily used bus stops would receive advanced notification

Mr. Arthur C. Collins
Newport News CMAQ Reallocation Request
April 18, 2008
Page 2

systems. Both CMAQ grants are being administered by Hampton Roads Transit; and favorable consideration by the Transportation Technical Committee and the MPO to transfer the funds remaining in CMAQ grant UPC T1831 to CMAQ grant UPC T4196 would be greatly appreciated.

Sincerely,



Randy W. Hildebrandt
City Manager

RWH:cej

cc: Dwight Farmer, Deputy Director, HRPDC
Michael Townes, President and CEO, HRT
Jane Whitney, Senior Vice President for Development, HRT

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #11: AIR QUALITY CONFORMITY ANALYSIS – DRAFT FY 2009-2012 TIP
PROJECT LIST**

This item was included in the April 2008 MPO agenda and was approved for public review and comment. The public comment period ran from April 24 through May 7, 2008. No comments were received.

RECOMMENDED ACTION:

Approval.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #12: DRAFT FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The project list for the FY 2009-2012 TIP was reviewed by the TTC in February and approved by the MPO in February by letter ballot. The project list underwent public review from February 21 through March 5, 2008. No comments were received. The Interagency Consultation Group (ICG) approved the project list for air quality conformity analysis on March 5, 2008. The results of the air quality conformity analysis for the FY 2009-2012 TIP project list was completed ahead of schedule and underwent public review from April 24 through May 7, 2008.

The enclosed Draft FY 2009-2012 TIP is based on the approved project list discussed above. The TIP document has been reformatted to match VDOT's new Statewide Transportation Improvement Program (STIP) report format, as well as to incorporate the new project grouping methodology. The project grouping methodology was described in a Memorandum of Agreement (MOA) between VDOT and FHWA, which was endorsed by the MPO during its meeting on March 18, 2008. The new TIP document includes an introduction section and a financial plan to demonstrate financial constraint of the TIP.

Enclosure

RECOMMENDED ACTION:

Approval for public review and comment.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #13: FY 2009 UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT: ISLE OF WIGHT COUNTY & SUFFOLK

Isle of Wight County and the City of Suffolk have submitted a joint application for a multimodal planning grant for a project that will use modeling and simulation techniques to help predict deficiencies in the transportation infrastructure resulting from changes in land use designations. The successful completion of this project will allow for predicting and prioritizing transportation facility deficiencies that should be considered in forecasting, planning, and investment activities – particularly when the predictions deviate from existing data and plans.

According to the attached letter from the VDOT Multimodal Planning Office, this project has been selected to receive a Multimodal Planning Grant and must be included in the FY 2009 UPWP before work is begun.

Attachments

RECOMMENDED ACTION:

Approval.

COMMONWEALTH of VIRGINIA

MULTIMODAL PLANNING OFFICE

February 29, 2008

Mr. Eric Nielson, City Engineer
City of Suffolk
PO Box 1858
Suffolk, VA 23439-1858

RE: FY-2008 Multimodal Planning Grant Program

Dear Mr. Nielson

I am pleased to inform you that the City of Suffolk and Isle of Wight County grant proposal for the Integrating Land Use & Transportation Data - Predicting & Prioritizing Changing Needs project was selected to receive a Multimodal Planning Grant. Projects selected for this program may be completed by agency staff or your consultant. However, please note that in order to use a consultant that you already have on-board, the services must have been procured in accordance with the Virginia Public Procurement Act (VPPA) using a federally approved procedure and the project must be within the scope of services for which the consultant was hired. Additionally, the pre-award audit documentation must be approved by VDOT. If you plan to procure new consultant services for this project, they must be procured using the VPPA and federally approved procedure. You are encouraged to use VDOT's Guidelines for the Procurement and Management of Professional Services which is both consistent with VPPA and approved by the Federal Highway Administration (FHWA). VDOT's Guidelines for the Procurement and Management of Professional Services can be found on-line at: http://www.vdot.virginia.gov/business/resources/2007Manual_Final_070920.pdf. Attached are an overview of VDOT's procedures for securing consultant services and a recommended consultant procurement Fiscal Year 2009 timeline for your reference.

Expenditures must be consistent with the use of Title 23 CFR Part 420 and your FY 2009 Unified Planning Work Program (UPWP) must be amended to include a new study funded by the Commonwealth's Multimodal Grant Program including the 10% in kind service match for the project. VDOT will coordinate getting final approval of the grants from FHWA. Upon final approval from FHWA, the Multimodal Planning Grant agreement will be sent to you for signature followed by a Notice to Proceed. We anticipate that this process will take approximately five months.

Mr. Eric Nielsen
February 29, 2008
Page Two

One aim of this Program is to share innovation and educate others. Please plan to present project results and lessons learned at a transportation forum. Information regarding this presentation will be sent to you at a later date. Please feel free to contact the interim Multimodal Planning Grant Coordinator, Katherine Graham at (804) 786-4198.

Sincerely,

Mary Lynn Tischer, PhD.
Director
Commonwealth's Multimodal Planning Office



COUNTY of ISLE OF WIGHT

THE COURTHOUSE

May 6, 2008

Mr. Dwight Farmer, PE
Deputy Director, Transportation
Hampton Roads Planning District Commission
723 Woodlake Dr.
Chesapeake, VA 23320

Re: FY09 UPWP Amendment Request

Dear Dwight:

The City of Suffolk and Isle of Wight County are the recipients of a \$500,000 Multimodal Planning Grant proposing the integration of land use and transportation data that intends to predict and prioritize needed projects for the both localities. This project enhances adopted plans by identifying, at the local level, impacts to existing plans when the development of land is more rigorously considered.

Please allow this letter to serve as the official request to amend the FY09 Unified Planning Work Program for inclusion of the approved Multimodal Planning Grant. The grant request amount was actually for \$450,000 with a \$50,000, (10%), in-kind service match. Request for Proposals will be issued immediately after the UPWP is amended and once awarded, will take approximately one year to complete the tasks. (A "Task Schedule" is included in the actual Grant Application).

While the detailed proposed scope of work is included in the Grant Application, the project goals will be accomplished by:

1. Developing an integrated database containing GIS Land Parcel files from Isle of Wight and The City of Suffolk.
2. Incorporating Transportation Facility data including; road and rail segments into the database.
3. Emulating existing conditions for validation purposes through the use of current AADT, existing developed land and other conditions.
4. Deriving algorithms that predict growth in use of transportation facilities based on development activity by geographic location and land use designation.
5. Developing the ability to recalculate the predicted growth in use of transportation facilities when land use designations are changed.

Mr. Dwight Farmer

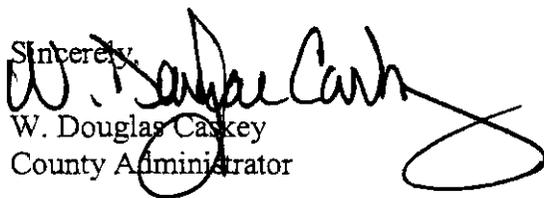
May 6, 2008

Page Two

6. Developing the ability to overlay new transportation facility data and attributes into the data whether they are new facilities or modifications to existing facilities.
7. Employing valuation and scoring criteria to identify transportation facility deficiencies and developing the ability to rank or prioritize the deficiencies.

VDOT Transportation Planning has committed a member of their staff to the project. The City of Suffolk staff including Public Works, Economic Development and Procurement will be working on this project, while Isle of Wight Engineering and Economic Development staff will be actively engaged in the project from the County side. After procuring a consultant, both localities would request that a member of the HRPDC staff also be a member of the project team.

This project is structured to develop tools that identify changing conflicts, deficiencies and needs between freight movement requirements (trucks and trains) and personal vehicle mobility. Forecasting events and land development scenarios in Isle of Wight and Suffolk that impact both jurisdictions transportation infrastructure will facilitate coordination between the two and provide insight and value to other stakeholders.

Sincerely,

W. Douglas Caskey
County Administrator

cc. Mr. Eric Stringfield, Hampton Roads Transportation Planning Manager
Mr. Stan D. Clark, Isle of Wight County Chairman of the Board of Supervisors



CITY OF SUFFOLK

P.O. BOX 1858, SUFFOLK, VIRGINIA 23439-1858 PHONE: (757) 514-4012

May 12, 2008

CITY MANAGER

Mr. Dwight Farmer, P.E.
Deputy Director, Transportation
Hampton Roads Planning District Commission
723 Woodlake Drive
Chesapeake, VA 23320

RE: Multimodal Planning Grant

Dwight
Dear Mr. Farmer:

As you are aware, the City of Suffolk and Isle of Wight County have been identified as recipients of a \$500,000 Multimodal Planning Grant from the Commonwealth of Virginia Multimodal Planning Office for our "Integrating Land Use & Transportation Data - Predicting & Prioritizing Changing Needs" project. We are anxious to move forward on this exciting project that, when completed, will provide a modeling tool that will predict transportation facility deficiencies as a result of development in both of our growing localities and allow us to prioritize transportation improvements based on model predictions. As indicated in the award notice from the Multimodal Planning Office, the FY-09 Unified Planning Work Program (UPWP) must be amended to include the new study funded by the program, including the 10% in-kind service match for the project. The City of Suffolk, along with Isle of Wight County, therefore requests the amendment of the UPWP to include the project.

The Request for Proposals for the project is currently being prepared and will be advertised as soon as possible after the UPWP is amended. In accordance with the grant, once a consultant has been selected, the project must be completed within a twelve-month period. This will be a coordinated effort between the City of Suffolk and Isle of Wight County, and will include participation by a number of other local, state and federal agencies on the project team.

Your consideration and support of the amendment to the FY-09 Unified Planning Work Program to include this important multijurisdictional project is appreciated.

Sincerely,

Selena Cuffee-Glenn
City Manager

Cc: Eric Stringfield, Hampton Roads Transportation Planning Manager (VDOT)
Eric T. Nielsen, Jr., P.E., Director of Public Works
Sherry Earley, P.E., Engineering Manager

7.6 Multi-Modal Land Use Planning and Infrastructure Needs Study (Multimodal Planning Grant)

A. Background

The City of Suffolk and Isle of Wight County have been awarded a grant from the Commonwealth of Virginia Multimodal Planning Office. The goal of this study is to develop modeling and simulation techniques to help predict transportation deficiencies resulting from changes in land use designations. The modeling tool will integrate land use and transportation facility data from multiple jurisdictions to help identify impacts from changes in land use designations in a way that can be used to enhance, refine or modify existing plans, evaluate land use scenarios, and formulate strategies for changes to comprehensive land use designations and plans to maximize the return on transportation facility investments. The successful completion of this project will allow for predicting and prioritizing transportation facility deficiencies that should be considered in forecasting, planning and investment activities.

B. Work Elements

The project scope is to integrate land and road segment data via the development of a modeling tool. The modeling tool will have the functionality needed to evaluate land use and transportation facility data and predict relative impacts to the transportation infrastructure from land use changes.

Work Tasks are identified as follows:

1. Incubation and Design
2. Data Accumulation
3. Data Cleansing and Synthesis
4. Tool Development
5. Algorithm Analysis
6. Calibration and Testing
7. Scenario Runs and Testing
8. Stakeholder Integration
9. Project Conclusions
10. Presentation to Multimodal office

C. End Product

Final Report and Modeling Tool.

D. Schedule

Planned activity is schedule over the duration of one year, fiscal year 2009.

Phase 1 – Development	4 months
Phase 2 – Forecasting	3 Months
Phase 3 – Prioritization	3 Months
Phase 4 – Recommendations	1 Month
Phase 5 – Final Report	1 Month

E. Participants

City of Suffolk, Isle of Wight County, Consultant selected to complete task, Hampton Roads MPO, VDOT, VDRPT, HRT, WAT, FHWA

F. Budget, Staff, Funding

	STP	IN-KIND MATCH	TOTAL
SUFFOLK/ISLE of WIGHT CO/ CONSULTANT	\$450,000	\$50,000	\$500,000
TOTAL	\$450,000	\$50,000	\$500,000

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #14: HAMPTON ROADS 2000 AND 2034 SOCIOECONOMIC DATA BY TAZ

In June 2007, the MPO approved 2034 socioeconomic data totals for each locality in Hampton Roads. In October of 2007, HRMPO staff asked each locality to allocate the 2034 forecast totals for Households, Total Employment and Retail Employment to their respective TAZs. Using this data, HRMPO staff calculated the remaining socioeconomic TAZ data for Population, Passenger Vehicles, Non-Retail Employment and Workers.

The enclosed report containing this data along with the methods and assumptions used to develop the data was compiled to be used as a reference document for highway and transit planning, including the development of the 2034 Long Range Transportation Plan.

Mr. Dwight Farmer will be present to briefly summarize the enclosed highlights from the report.

Enclosures

RECOMMENDED ACTION:

Approval.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #15: PROCEDURES FOR UPDATING THE 2030 LONG RANGE TRANSPORTATION PLAN

The HRMPO staff has been requested to provide a brief overview of the procedures to review the current 2030 Long Range Transportation Plan (LRP), reevaluate the projects and study a new improvement at the Hampton Roads Bridge Tunnel.

The following is a brief summary of that process:

Initial efforts to evaluate candidate projects to be included in the region's LRP typically begin with a "feasibility study." The study may be conducted by VDOT, MPO staff or consultants under contract with either agency. These studies normally include changes in travel demand in the forecast year, changes in traffic volumes and level of service on new facilities as well as nearby facilities. In addition, financial feasibility analyses may be included to determine the impact of tolling on traffic volumes as well as the ability of tolls to cover anticipated debt service on the implementation costs of the improvements.

This technical process is normally followed by MPO discussions to determine if the candidate projects warrant further consideration or if a candidate project can be moved forward and included in an amendment to the region's LRP. If the MPO chooses to move forward with a proposal to amend the LRP, the MPO must demonstrate that the anticipated revenue stream meets federal guidelines regarding "financial constraint" and approve the candidate project for air quality conformity analysis by VDOT.

If approved by the MPO, VDOT staff will perform an air quality conformity analysis and present the results of the analysis to the MPO. If the analysis demonstrates meeting the AQ Conformity requirements, the MPO must then take formal action to amend the 2030 LRP to include the candidate project. This action will be followed by submittal of the amended 2030 LRP, revised financial plan and AQ Conformity analysis to VDOT and FHWA for review of the process and approval of the AQ Conformity analysis.

Mr. Dwight Farmer, Deputy Executive Director, Transportation, will be present to provide an overview of the above process and answer any questions the MPO Board may have.

RECOMMENDED ACTION:

None required.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #16: NEW AIR QUALITY STANDARDS

The Clean Air Act requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants harmful to public health and the environment. Of the pollutants included in the NAAQS, Hampton Roads has historically only had difficulty attaining the standard for one – ozone. The region is currently a maintenance area for ozone, but the standard has recently been changed and there is some concern that it may be challenging for Hampton Roads to attain the new standard.

Ms. Doris McLeod of the Virginia Department of Environmental Quality (DEQ) will be present to provide the MPO with preliminary information on the new ozone standard. In addition, Mr. Tom Ballou with DEQ will be present with Ms. McLeod to answer any questions the MPO Board may have.

RECOMMENDED ACTION:

None required.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #17: MPO COMMITTEE REPORT

The MPO, during its April 16, 2008, meeting, formed an MPO Committee composed of:

Stan D. Clark, IW
Joe S. Frank, NN
Randall A. Gilliland, HA
Clifton E. Hayes, Jr., CH
Dennis W. Heuer, VDOT
James O. McReynolds, YK

Mark Rickards, WAT
Michael S. Townes, TDCHR
Ivan P. Rucker, FHWA
Douglas L. Smith, PO
James K. Spore, VB

It was requested that Mr. Dwight Farmer work with the MPO Committee to address a number of issues regarding how the Hampton Roads MPO and its advisory committees conduct business. Staff has prepared the attached document which summarizes issues and action items that need to be addressed by July 1, 2008. It is important to note that Mr. Rucker, during recent discussions with Mr. Farmer, has assured staff that as long as the MPO was making a good faith effort to work through a response and begin implementation on agreed upon actions in an expeditious manner, the federal team would continue to work with the MPO and allow the region's transportation planning and programming process to continue to move forward.

The MPO Committee has scheduled a meeting for Friday, May 16, 2008, at noon in the Board Room. It is anticipated that the MPO Committee will appoint a chairperson who will be available during the meeting to make a report to the MPO.

Attachment

RECOMMENDED ACTION:

None required.

HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ADDRESSING CORRECTIVE ACTIONS INCLUDED IN THE FINAL REPORT ON THE QUADRENNIAL CERTIFICATION REVIEW OF NOVEMBER 2007

ACTIONS REQUIRED BY JULY 1, 2008

Three corrective actions (CA) require a response by the MPO by July 1, 2008:

- CA 1 - The federal team requests that the MPO provide clarification on why the HRPDC "ratifies" or approves the actions of the MPO, and where in the agreement between the MPO and State is this authority provided. Please submit a letter of clarification to the federal team.
- CA 2 - The federal team requests that the MPO (including VDOT, HRT, WAT) provide clarification on why the CAO Advisory Committee to the MPO meets in private (versus a public setting) with HRPDC staff to deliberate and provide recommendations to the MPO on publicly funded transportation infrastructure projects for inclusion in the MPO Long Range Plan, whether this is a formally established MPO advisory committee, and whether these meetings were/are held in compliance with the state FOIA statute. Please submit a letter of clarification to the federal team.
- CA 4 - The federal team requests that the MPO (including VDOT and the transit operators) come into full compliance with federal regulations and state law (FOIA) as it pertains to open meeting and notification requirements for public meetings. Please submit a letter of assurance to the federal team identifying a consensus among the MPO, VDOT, HRT, and WAT that federal regulations and state law (FOIA) regarding open meeting and notification requirements have been met for the MPO and its committees/subcommittees.

Work

The response(s) to these CAs must be determined by the MPO as the policy body. The MPO Committee will help address the findings of the Quadrennial Review in a timely manner. It is expected that the committee (including representation from VDOT, HRT, and WAT) will research the various issues associated with the CAs and make recommendations to the MPO for final action with regard to each CA.

- CA 1 is concerned with the HRPDC action of ratifying MPO actions. This action is neither required nor referred to in the agreement between the MPO and the State.
 - Staff recommendation is to cease this practice and so state in the letter to the federal team.

- CA 2 is specifically concerned with the CAO group. The MPO committee may require further legal guidance on this issue prior to making final determinations and recommendations to the MPO.
- The MPO has recommended that the MPO attorney and the State Assistant Attorney General discuss this issue and come to a consensus on whether or not the CAO group is a “public body” under FOIA.
- CA 4 is concerned with the MPO and its committees or subcommittees meeting federal and state requirements for public meetings.
 - It is clear that MPO meetings should be public meetings and comply with federal and state (FOIA) regulations pertaining to open meeting and notification requirements.
 - Staff recommendation is for the MPO to move quickly to institute a period at the beginning of each MPO meeting for public comment on items that are on the agenda.
 - It is not clear whether Transportation Technical Committee (TTC) meetings are required to be public meetings. The MPO has recommended that the MPO attorney and the State Assistant Attorney General discuss this issue and come to a consensus on what constitutes a “public body” with respect to groups like the TTC.

Final Product

The MPO must respond to these CAs with one or more letters. The letter(s) for CAs 2 and 3 should specifically indicate concurrence among VDOT, HRT, WAT, and the other entities that make up the HRMPO.

Related Programmatic Recommendations (PRs)

In addition to the three CAs identified above, there are a number of programmatic recommendations (PR) that the MPO may want to consider during this time period:

- PR 1 - The federal team recommends that the MPO, State, and transit operators complete a new agreement outlining mutual responsibilities within the next three months.
- A new “Master Agreement” is under development. Staff recommendation is for the MPO committee to have the opportunity to review the draft Master Agreement prior to final approval.

- PR 2 - The federal team recommends that the MPO Policy Board establish clear bylaws that govern the internal affairs and actions of the MPO (including advisory committees).
 - The MPO has indicated that a Bylaws Committee will be formed.
- PR 3 - The federal team recommends the MPO provide clarification to the public of the established relationship between the CAO Advisory Committee to the MPO, the Transportation Technical Advisory Committee (TTC), the HRPDC staff, and the MPO.
 - This issue will be clarified during the work on CA 2 and CA 4.
- PR 5 - The federal team recommends that the MPO review its existing MPO Planning Agreement to determine if it satisfies the requirement of 23 CFR 450.314(b). If the MPO determines that the agreement does not, it should be revised and updated accordingly. A quick review of the agreement, however, reveals the following outdated statement: "The metropolitan planning area has been designated as a nonattainment area for transportation related pollutants under the Clean Air Act and *the [planning area] boundary adjusted to include the area so designated.*"
 - This has been addressed and corrected in the draft Master Agreement.
- PR 8 - The federal team recommends that the MPO Policy Board assess its membership and the MPO structure in light of emerging regional transportation issues such as freight.
- PR 11 - The federal team strongly recommends that the MPO Policy Board provide a citizen comment period prior to MPO public meetings.
 - Staff recommendation is to institute a public comment period at the beginning of each MPO meeting starting May 21, 2008.
- PR 12 - The federal staff recommends that the MPO Policy Board provide a written description of the various advisory committees of the MPO outlining their purpose and voting membership for public consumption.
 - This can be accomplished once the MPO has determined what, if any, advisory committees it will have.

It should be noted that PRs are not compulsory and do not have specific deadline dates. However, the federal team expects the MPO to give serious consideration to full implementation of the PRs within the next twelve months.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #18: MIDTOWN TUNNEL, MASS TRANSIT AND THE 2034 LONG RANGE PLAN

On April 8, 2008, the Portsmouth City Council adopted a resolution (attached) requesting “the Hampton Roads Metropolitan Planning Organization, as part of its 2034 Long Range Plan, to require a dedicated mass transit corridor in the new Midtown Tunnel, with the ability to provide for improvements such as a reversible HOV lane or a signal controlled exclusive bus lane in the opening configuration and the ability to accommodate a Light Rail line in the future which will allow the expansion of the Regional Light Rail system to localities west of the Elizabeth River.”

While recognizing that the multimodal option would be beneficial to the region, VDOT staff, during the May 7, 2008, TTC meeting, stated that making changes to the scope of the project at this point could cause significant delays and be detrimental to the progress made on the project to date.

The Transportation Technical Committee, during the May 7th meeting, raised a number of questions associated with the effects of making changes to the project at this time and requested that more information be provided before making a recommendation to the MPO.

It is anticipated that representatives from the City of Portsmouth and VDOT will be present to answer any questions the MPO Board may have.

Attachment

RECOMMENDED ACTION:

Per discussion.

THE CITY OF
PORTSMOUTH

April 23, 2008

Mr. Arthur L. Collins
Executive Director/Secretary
Hampton Roads Planning District Commission
723 Woodlake Drive
Chesapeake, Virginia 23320.

RE: Proposed Improvements to the Midtown Tunnel and the MPO's 2034 Long Range Plan

Dear Mr. Collins:

On April 8, 2008, the Portsmouth City Council adopted a Resolution (copy attached) calling for the MPO, as part of its 2034 Long Range Plan, to require a dedicated mass transit corridor in the new Midtown Tunnel. The mass transit corridor would consist of improvements such as a reversible HOV lane or a signal controlled exclusive bus lane in the opening configuration and the ability to accommodate a Light Rail line in the future. Such a design will allow for the expansion of the Regional Light Rail system to localities west of the Elizabeth River.

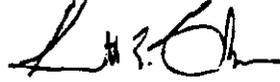
I am sure that you are aware that when much of the environmental work was done on the tunnel, the Norfolk Light Rail starter line was not a reality. Now that the *Tide* is under construction, multimodal transportation planning as it relates to the number and kinds of transportation corridors provided within the Midtown tunnel must be made a reality.

The Midtown Tunnel provides the shortest tunnel route between the east and west sides of the Elizabeth River. Preliminary studies completed for HRT conclude that a stand alone light rail tunnel would be cost prohibitive; making the inclusion of a mass transportation corridor within the currently proposed vehicle-only Midtown tunnel, a fiscally constrained alternative.

It is our belief that to include a Mass Transportation corridor in the Midtown tunnel is the most effective way to advance regional transit projects such as the *Tide* and the MAX service. Further, we believe that including a Mass Transportation Corridor in the Midtown tunnel will help slow the need for additional single occupancy passenger car lanes in our transportation network. We believe that a detailed analysis of the opportunities, including the use FTA fixed guideway support funds, can make the additional lane a productive addition to the regional transportation system.

Accordingly, the City of Portsmouth requests this matter be included for review and action on the MPO's Technical Committee Agenda for May 7, 2008, under Old Business as it pertains to the Midtown Tunnel project.

Sincerely,

A handwritten signature in black ink, appearing to read "K. L. Chandler". The signature is fluid and cursive, with a large initial "K" and "L".

Kenneth L. Chandler
City Manager

Enc.: Portsmouth City Council Resolution

pc: Mayor and Honorable Members of Council
Paul Holt, Director of Planning
Michael Townes, HRT Executive Director

A RESOLUTION REQUESTING THAT THE HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION INCLUDE A MASS TRANSIT CORRIDOR FOR FUTURE LIGHT RAIL IN THE SCOPE OF WORK FOR THE PROPOSED MIDTOWN TUNNEL PROJECT.

WHEREAS, using the provisions of the Public-Private Transportation Act of 1995, the Virginia Department of Transportation (VDOT) is proceeding with a Solicitation for Conceptual Proposals for various improvements to the Downtown Tunnel, for the extension of the Martin Luther King Freeway, and for modifications to the existing Midtown Tunnel and construction of a new Midtown Tunnel running under the Elizabeth River, which will increase the number of traffic lanes in the Midtown Tunnel from two to four - a project which represents a major capital investment into the region's transportation network; and

WHEREAS, the installation of Light Rail and/or a new mass transportation corridor is not possible through the current Downtown tunnels; and

WHEREAS, the addition of Light Rail and/or a new mass transportation corridor to the proposed new Midtown Tunnel will be the only opportunity to provide such a corridor between the Norfolk starter line of the Regional Light Rail system and localities west of the Elizabeth River; and

WHEREAS, currently there is no mandatory provision for a mass transportation lane within the proposed new Midtown Tunnel project; and

WHEREAS, Light Rail and/or mass transportation in the Midtown Tunnel will help reduce traffic congestion, reduce commute times, and reduce air pollution in Hampton Roads; and

WHEREAS, Light Rail and/or mass transportation in the Midtown Tunnel will allow for critical and successful expansion of the Hampton Roads Regional Light Rail system to the cities of Portsmouth, Chesapeake, and Suffolk, and to other localities west of the Elizabeth River; and

WHEREAS, by promoting multimodal forms of transportation, Light Rail and/or mass transportation, economic growth and responsible higher-density development can be achieved without the need for future roadway construction and expansion; and

WHEREAS, if Light Rail and/or a mass transportation corridor between Norfolk and localities west of the Elizabeth River is not included now during the planning for the new Midtown Tunnel, then west side localities will be denied the opportunity to participate in and share in the benefits of the expansion of the regional Light Rail system

for the foreseeable future as there are no existing plans for another multimodal crossing of the Elizabeth River; and

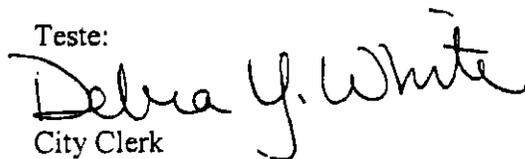
WHEREAS, a Light Rail river crossing would be cost effective and would be the most fiscally-constrained project possible if the new Midtown Tunnel were designed as a multimodal facility, as evidenced by a 1999 Hampton Roads Transit study which concluded that a separate, stand alone dedicated Light Rail crossing that is not part of a shared facility would be cost prohibitive.

NOW, THEREFORE, BE IT RESOLVED that the Portsmouth City Council supports the inclusion of a lane in the new Midtown Tunnel dedicated to light rail and or mass transportation with the goals of reducing traffic congestion and increasing connectivity in Hampton Roads; and

BE IT FURTHER RESOLVED that the Portsmouth City Council hereby requests and urges the Hampton Roads Metropolitan Planning Organization, as part of its 2034 Long Range Plan, to require a dedicated mass transit corridor in the new Midtown Tunnel, with the ability to provide for improvements such as a reversible HOV lane or a signal controlled exclusive bus lane in the opening configuration and the ability to accommodate a Light Rail line in the future which will allow the expansion of the Regional Light Rail system to localities west of the Elizabeth River.

ADOPTED by the Council of the City of Portsmouth, Virginia at a meeting held on April 8, 2008.

Teste:


City Clerk

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #19: FOR YOUR INFORMATION

- A. The minutes of the May 7, 2008, Transportation Technical Committee meeting are attached.

Attachment A

- B. Richmond Regional MPO Resolution

Attachment B

SUMMARY MINUTES

HAMPTON ROADS TRANSPORTATION TECHNICAL COMMITTEE

Meeting of May 7, 2008

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

MEMBERS:

Guzin Akan (NO)
Lynn Allsbrook (H)
Robert Brown (NO)
Travis Campbell (VB)
W. Keith Cannady (H)
Timothy Cross (YC)
Richard Drumwright (WRT)
Sherry Earley (SU)
Robert Gey (VB)
Tony Gibson (VDOT)
Richard Hartman (POR)
Michael King (NN)

Robert Lewis (SU)
Eric Martin (CH)
Kristin Mazur (IW)
Reed Nestor (WIL)
Al Ruitort (NN)
Thomas Slaughter (NN)
Eric Stringfield (VDOT)
Brian Swets (POR)
Luke Vinciguerra (JC)
Fred Whitley (H)
Jayne Whitney (HRT)
Jason Widstrom (POQ)

OTHERS:

Keisha Branch (HRT)
Stephen Brich (VDOT)
Amanda Christon (NO)
Rick Clawson (VDRPT)
Tabitha Crowder (VB)
Paul Dunn (CH)
Ron Hodges (TRAFFIX)
Paul Holt (POR)
Ray Hunt (VDOT)

Adam Jack (VDOT)
Sonya Lewis-Cheatham (VDEQ)
Doris McLeod (VDEQ)
Mark Schnaufer (VB)
Mark Shea (CH)
Irene Shuman (VDOT)
Chris Voigt (VDOT)
William Wade (SSSEVA)

STAFF:

Jessica Banks
Sam Belfield
Robert Case
Dwight Farmer
Nicole Flannery
Mike Kimbrel

Keith Nichols
Andrew Pickard
Camelia Ravanbakht
Dale Stith
Laura Surface

Mr. Raliski called for any introductions and Mr. Martin introduced Paul Dunn, the City Engineer for Chesapeake. Mr. Hartman introduced Paul Holt, the Planning Director for Portsmouth.

1. SUMMARY MINUTES OF APRIL 2, 2008

Mr. Raliski noted the minutes of April 2, 2008 and asked for any corrections. There being done, Mr. Raliski declared the minutes approved as submitted.

2. FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT: VDOT

Mr. Eric Stringfield presented a request to revise the TIP to add one new project to the TIP. Mr. Stringfield noted the UPC #89754 is a project to upgrade traffic signal heads at various locations in the Isle of Wight County. There being no questions, Mr. Whitley moved that the TIP amendment request be approved. Mr. Allsbrook seconded the motion and it was approved.

3. FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT: VDOT

Mr. Eric Stringfield presented a request to revise the FY 06-09 TIP to reflect changes in the cost estimates and PE, RW, and CN phase obligations for Project UPC# 17824. Mr. Allsbrook moved that the TIP amendment request be approved. Ms. Shuman seconded the motion and it was approved.

4. FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS: VDOT

Mr. Eric Stringfield presented a request to revise the FY 06-09 TIP to add four new projects and to reflect changes to the obligations on nine projects. After a brief discussion on Highway Safety Improvement Program (HSIP) and the availability of HSIP jurisdictional reports, Mr. Martin moved that the TIP amendment request be approved. Mr. Gey seconded the motion and it was approved.

5. FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM REVISION: REQUEST FOR TRANSFER OF CMAQ FUNDING – NEWPORT NEWS

Mr. Riutort presented a request to reallocate the remaining \$125,237 CMAQ funds from Project UPC# T1831 (Newport News Shuttle Project) to Project UPC# T4196 (Citywide Bus Shelter Program). There being no questions or comments, Mr. Riutort moved approval. Ms. Whitney seconded the motion and it was approved.

6. DRAFT FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Mike Kimbrel briefed the TTC on the status of the Draft FY 2009-2012 TIP, noting that the document was nearly complete but that staff was still awaiting the final financial plan information from VDOT. Mr. Kimbrel stated that as soon as the financial plan information from VDOT is received and incorporated into the draft document, it will be made available for TTC review. Mr. Kimbrel further stated that the goal was to have the draft approved for public review by the MPO in May and to begin the 30-day public review period in anticipation of obtaining final MPO approval.

of the FY 2009-2012 TIP in June. Following a brief discussion about the contents of the draft, no action was taken.

7. FY 2009 UNIFIED PLANNING WORK PROGRAM AMENDMENT: ISLE OF WIGHT & SUFFOLK

Ms. Kristin Mazur presented a request to amend the FY 2009 UPWP to include a new project for which Isle of Wight County and the City of Suffolk have received a multimodal planning grant. Ms. Mazur provided a brief explanation of the project, entitled "Integrating Land Use & Transportation Data – Predicting & Prioritizing Changing Needs" and stated that a requirement of the multimodal grant was that the project be included in the FY 2009 UPWP. Following a brief discussion, Mr. Lewis moved that the FY 2009 UPWP be amended to include this project. Ms. Earley seconded the motion and it was approved.

8. FEDERAL FUNCTIONAL CLASSIFICATION UPDATE

Mr. Stringfield noted that the FHWA has completed its approval for the functional classification update for all localities and that each locality will receive a letter in the next few weeks indicating the changes made to the functional classifications. Following a brief discussion, no action was taken.

9. PROJECT STATUS REPORT: CMAQ AND SAFETY PROJECTS BY PHASE & YEAR

Mr. Steven Brich provided a brief update on the progress of the project status work and requested that this item be deferred until July, emphasizing that VDOT is dedicated to completing this task. Following a brief discussion, no action was taken.

10. REGIONAL BRIDGE STUDY – PART II

Mr. Keith Nichols presented part two of the three-part Regional Bridge Study, a comprehensive study of the bridges throughout the Hampton Roads region. This presentation covered bridges by age and type of service. In addition, information regarding fracture critical bridges, sufficiency ratings, and the effects of previous bridge closures was provided – in particular, the impact of the 2003 Midtown Tunnel closure due to flooding of the tunnel during a storm. Following a general discussion, no action was taken.

11. THE LOCATION OF NON-DRIVERS IN HAMPTON ROADS – PART 1

Mr. Robert Case explained how the non-driver location model was developed and evaluated. Mr. Case stated that the study will be presented in two parts and that the second part, to be presented at the next TTC meeting, will focus on the results of applying the model to Hampton Roads. Mr. Case then provided a detailed presentation on the characteristics of a non-driver followed by the methodology and

challenges of developing the non-driver local model. There being no questions, no action was taken.

12. HOLLAND ROAD CORRIDOR STUDY

Ms. Nicole Fox presented a brief overview of the draft results of the corridor study that was conducted along the Holland Road in Suffolk. Ms. Fox's presentation outlined the traffic and safety analyses and alternative scenarios analyses as well as reviewed the access management improvement recommendations and final conclusions. There being no questions, Mr. Shea moved that the study be approved for 30-day review. Mr. Riutort seconded the motion and it was approved.

13. NEW AIR QUALITY STANDARDS

Ms. Doris McLeod of the Virginia Department of Environmental Quality presented preliminary information on the newly revised National Ambient Air Quality Standards for ozone. The presentation described how ozone is formed and summarized the impacts of ozone on health and the environment. In addition, the presentation provided historical and forecasted ozone data related to Hampton Roads. Ms. McLeod noted that Hampton Roads has made a significant air quality improvement and that model projections show the region continuing this improvement through 2018. Ms. McLeod emphasized that this summer may be a pivotal period, depending upon the three-year period to be used to determine how the region is classified with respect to attainment of the ozone standard. Following a brief discussion, no action was taken.

14. PROFESSIONAL LICENSURE SEALING AND SIGNING

Mr. Adam Jack briefed the TTC on the Virginia Department of Professional and Occupation Regulation sealing and signing requirements for licensed professional engineers and/or land surveyors. Mr. Jack outlined the mandates determined by a VDOT committee formed to help address this issue, which included technical requirements, VDOT positions affected, and professional needs, as well as the impact to municipal partners and the implementation of the sealing and signing process and schedule. Following a general discussion, no action was taken.

15. HAMPTON ROADS 2000 AND 2034 SOCIOECONOMIC DATA BY TAZ REPORT

Ms. Dale Stith provided the TTC with an overview of the process used to allocate socioeconomic data to transportation analysis zones (TAZs) and a brief summary of the results. Ms. Stith's presentation also included data on socioeconomic variables as well as several graphic representations of the 2034 growth patterns. There being no questions, Mr. Martin moved that the report by Ms. Stith be approved. Ms. Akan seconded the motion and it was approved.

16. MIDTOWN TUNNEL, MASS TRANSIT, AND THE 2034 LRP

Mr. Paul Holt presented Portsmouth's adopted resolution requesting that the MPO include a dedicated mass transit corridor in the new Midtown Tunnel as part of the 2034 Long Range Transportation Plan. Recognizing VDOT's timeline constraints as well as the region's desire not to unnecessarily delay the Midtown Tunnel project, Mr. Holt urged the TTC to consider the long term benefits of incorporating a multimodal facility into the planned project and suggested that such benefits far outweigh any short term inconveniences that may be incurred by delaying the project as it currently stands. While recognizing that the multimodal option would be beneficial to the region, Mr. Stringfield and Mr. Jack stated that making changes to the scope of the project at this point could cause significant delays and be detrimental to the progress made on the project to date.

Following much discussion, Mr. Riutort moved to postpone the agenda item until June TTC, stating that the committee had too many questions associated with the effects of making changes to the project at this time and that more information would be needed to allow the TTC to make an informed recommendation. The motion was seconded by Mr. Slaughter. Mr. Farmer, recognizing the committee's concerns and desire for more information, emphasized that this item still needed to be brought to the attention of the MPO since the original request by Portsmouth was made to the MPO. Mr. Farmer stated that he would inform the MPO of Portsmouth's request and of the TTC's desire to revisit this topic in June and that it would be up to the MPO to decide how it wants to proceed. Ms. Akan questioned the TTC's need to delay the decision, noting that the request from Portsmouth is simply to consider the option in a feasibility study. Restating the motion on the table, Mr. Raliski called for a vote. The motion was approved, with Mr. Hartman voting no and Mr. Stringfield abstaining, stating that he did not have enough information to vote.

17. FYI

Ms. Camelia Ravanbakht highlighted that Hampton Roads is one of nine regions in the country being used as a model in the recently published FHWA Reference Manual entitled "The Collaborative Advantage: Realizing the Tangible Benefits of Regional Transportation Operations Collaboration."

18. OLD/NEW BUSINESS

- A. Mr. Rob Case announced that VDRPT has located funds for the region to conduct a long range transportation study, which will be input for our 2034 long range plan and for the state's 2035 statewide transit plan. Even though VDRPT on-call consultants will be responsible for the study, VDRPT assigned the HRPDC as project manager so that TTC staff may be called upon for assistance.
- B. Mr. Rob Case announced VDRPT is providing funds to HRT to conduct a comprehensive operation analysis. VDRPT has assigned HRT as project managers and TTC members may be called upon for assistance.

- C. Mr. Robert Lewis wanted to formally thank all localities that offered assistance and support in the wake of the recent tornado that did considerable private property damage in the City of Suffolk.
- D. Mr. Dwight Farmer informed the TTC that Governor Kaine will announce on Monday, May 12 his intent to call the General Assembly into special session on June 23 to address transportation financing. Mr. Farmer also noted that on May 15th, the Governor will hold a town hall meeting at Hampton Roads Convention Center and his remarks will state three principles (simple, statewide, and sufficient) that the General Assembly needs to consider when they are preparing a package.

There being no further business, the meeting was adjourned at 12:30 p.m.



Richmond Regional Planning District Commission

Metropolitan Planning Organization

City of
Ashland
Counties of
Charles City
Chesterfield
Goochland
Hanover
Henrico
New Kent
Powhatan
City of
Richmond

April 23, 2008

Members, Senate of Virginia
Members, House of Delegates of Virginia

Dear Honorable Member:

The attached resolution related to transportation funding was adopted by unanimous vote of the Richmond Regional Planning District Commission (RRPDC). Through this resolution the nine local governments in central Virginia, represented by the RRPDC, are expressing our concern that the Commonwealth is shifting responsibility for funding transportation needs to local governments.

Several of your colleagues have agreed to participate on a Transportation Funding Strategies Work Group established by the RRPDC. Over the course of the next several months, it is our hope that open discussion among the local, state, and business leaders who serve on this group will lead to the identification of realistic alternatives to transportation funding issues now before us.

Sincerely,

Arthur S. Warren, Chairman

c: The Honorable Timothy M. Kaine
The Honorable William T. "Bill" Bolling
The Honorable Robert F. McDonnell
Members, Richmond Regional Planning District Commission
Members, Richmond Area Metropolitan Planning Organization
Executive Directors, Virginia Planning District Commissions
Virginia Association of Counties
Virginia Municipal League
Virginia Chapter American Planning Association
Coalition of High Growth Communities
Coalition for Smarter Growth

Attachment B



Planning District Commission

Metropolitan Planning Organization

town of
Ashland
counties of
Charles City
Chesterfield
Goochland
Hanover
Henrico
New Kent
Powhatan
city of
Richmond

**RESOLUTION
ADOPTED BY THE
RICHMOND REGIONAL PLANNING DISTRICT COMMISSION
STATE FUNDING FOR TRANSPORTATION**

WHEREAS, the Richmond Region has a growing list of unfunded transportation projects totaling as much as \$3 billion; and

WHEREAS, the Commonwealth of Virginia has been unable to adequately fund priority projects as identified in the Richmond Area Metropolitan Planning Organization (MPO) Long-Range Transportation Plan and local jurisdictions' transportation plans; and

WHEREAS, the Virginia Department of Transportation (VDOT) recently announced a reduction of 44% for funding of already underfunded Primary, Secondary, and Urban systems; and

WHEREAS, widely fluctuating state budgets cause transportation funds to be expended on designs which cannot be advanced resulting in waste and inefficiencies and cause additional stress on localities' real estate tax resources to compensate for inadequate funding; and

WHEREAS, the General Assembly has been unsuccessful in its latest attempt to provide adequate and sustainable funding for transportation needs; and

WHEREAS, recent efforts have been to shift the responsibility for establishing taxes to support the transportation system to local governments; and

WHEREAS, the Commissioner of VDOT has indicated that "due to changes in VDOT's business philosophy and mandates from the General Assembly, Virginia's transportation program delivery continues to evolve to include increasing roles and responsibilities by local governments";

NOW, THEREFORE, BE IT RESOLVED that the Richmond Regional Planning District Commission does hereby express its concern that the responsibility for adequately funding the Commonwealth's transportation needs is being passed on to localities and urges the Governor, General Assembly, Commonwealth Transportation Board, and State Transportation Agencies to establish and fund a program to address state transportation needs while preserving local government's role in project prioritization of local roads and without a reduction in local government authority.

Adopted Unanimously by Members of the Richmond Regional Planning District Commission April 10, 2008.

AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #20: OLD/NEW BUSINESS