



**AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

**ITEM #1: SUMMARY MINUTES**

Minutes of the May 21, 2008, meeting are attached.

Attachment

**RECOMMENDED ACTION:**

Approval.

**HAMPTON ROADS**  
**METROPOLITAN PLANNING ORGANIZATION MEETING**  
**MAY 21, 2008**

The Hampton Roads MPO Meeting was called to order at 11:58 a.m. at the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**MPO VOTING MEMBERS:**

Paul D. Fraim, Chairman (NO)	Louis R. Jones (VB)
Bruce Goodson, Vice Chairman (JC)	Jackson C. Tuttle II (WM)
James O. McReynolds, Treasurer (YK)	Dennis Heuer (VDOT)
Clifton E. Hayes, Jr. (CH)	Michael Townes (HRT)
Randall A. Gilliland (HA)	Mark Rickards (WAT)
Joe S. Frank (NN)	Dwight L. Farmer (HRPDC)
Douglas L. Smith (PO)	

**OTHERS RECORDED ATTENDING:**

Rebecca C.W. Adams, Amar Dwarkanath, William E. Harrell (CH); Jesse T. Wallace, Jr. (HA); Sanford B. Wanner (JC); Randy W. Hildebrandt (NN); Regina V. K.Williams (NO); Kenneth L. Chandler (PO); Tyrone W. Franklin, John M. Seward (SY); Harry E. Diezel, Robert M. Dyer, James K. Spore (VB); Jeanne Zeidler (WM); Thomas G. Shepperd, Jr. (YK); Earl Sorey - Chesapeake; Keith Cannady, Charlie Sapp, Elizabeth Kersey - Hampton; Patrick Small - Isle of Wight County; Jeff Raliski, Ron Williams - Norfolk; Sherri Neil, Paul Holt, George Brisbin - Portsmouth; Joe Howell - Suffolk; Bob Matthias - Virginia Beach; Ivan Rucker - FHWA; Angie Bezick - Vectre; Karen McPherson - Kimley-Horn; Doris McLeod, Tom Ballou, Sonya Lewis-Cheatham - VDEQ; William Stiles - Wetlands Watch; Chris Voigt, Eric Stringfield, Irene Shuman - VDOT; Unwana Dabney - FHWA; Vince Thomas - FHR; W. Dewey Hurley - Branscome, Inc.; Chuck Cayton - HNTB; Jay Bernas - HRSD; Rick Clawson - DRPT; Jeff Bergenthal, Thomas F. Thaler, John Dannon, Kevin Geier - Lockheed Martin; Theresa Boothe - Private Citizen; Peter Huber - Willcox & Savage; Andrew Sinclair - HRP; Ellis W. James, Eileen Levandoski - Sierra Club Observer; Tom Holden - The Virginian-Pilot; Cathy Aiello - Biggs & Fleet; Staff: Jessica Banks, John Carlock, Rick Case, Robert Case, James Clary, Nancy Collins, Richard Flannery, Marla Frye, Greg Grootendorst, Frances Hughey, Jim Hummer, Rob Jacobs, Brett Kerns, Sara Kidd, Mike Kimbrel, Robert Lawrence, Joe Paulus, Kelli Peterson, Camelia Ravanbakht, Dale Stith, Laura Surface, Joe Turner, Chris Vaigneur and Eric Walberg.

## **CONSENT AGENDA**

The Consent Agenda contained the following items:

Summary Minutes of April 16, 2008

FY 06-09 Transportation Improvement Program Amendment: VDOT (20 New Highway Safety Projects) (Final Approval)

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

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

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

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

FY 06-09 Transportation Improvement Program Amendment: VDOT

FY 06-09 Transportation Improvement Program Amendment: VDOT

FY 06-09 Transportation Improvement Program Amendment: VDOT (13 Projects)

FY 06-09 Transportation Improvement Program Revision: Request for Transfer of CMAQ Funding - Newport News

Air Quality Conformity Analysis - Draft FY 2009-2012 Transportation Improvement Program Project List

Draft FY 2009-2012 Transportation Improvement Program (TIP)

FY 2009 Unified Planning Work Program (UPWP) Amendment: Isle of Wight County & Suffolk

Hampton Roads 2000 and 2034 Socioeconomic Data by TAZ

Chairman Fraim noted that Item 14, Hampton Roads 2000 and 2034 Socioeconomic Data by TAZ, was moved to the Consent Agenda. Mayor Frank Moved to approve the Consent Agenda; seconded by Mr. Gilliland. The Motion Carried.

## **PROCEDURES FOR UPDATING THE 2030 LONG RANGE TRANSPORTATION PLAN**

Mr. Farmer noted that James City County requested an overview of procedures to review the current 2030 Long Range Transportation Plan (LRP), reevaluate projects and the process required to study a new improvement; i.e., the Hampton Roads Bridge Tunnel.

He NOTED that the steps include a feasibility study, MPO discussions, air quality conformity analysis and formal action by the MPO to have an amended LRP.

The feasibility study can be conducted by VDOT, MPO staff or consultants under contract with either agency. They look at travel demand changes, traffic volume changes, level of service on new and nearby facilities and approval by VDOT for air quality conformity.

MPO members determine if the candidate project(s) warrant further discussion and determine if the project can move forward and be included as an amendment. The anticipated revenue streams must then meet federal fiscal constraint guidelines. Toll analysis is also included in this step.

If it is desired that the project move forward, VDOT then performs the air quality conformity analysis and presents the results to the MPO. If it meets air quality conformity and meets the financial constraint, the MPO then takes formal action to amend the 2030 LRP to include the project/projects.

Once that is accomplished, the amended 2030 LRP, revised financial plan and air quality conformity analysis is submitted to VDOT and FHWA for process review and approval of the air quality conformity analysis.

Mr. Farmer concluded and offered to answer questions.

Mr. Goodson commented he asked for this update so the MPO would be aware of the process if they decide to get ahead of the state law makers and start the process of looking at the Hampton Roads Bridge Tunnel (HRBT) to see if it could be a candidate for inclusion in the 2030 LRP. He then asked if this data could be used for the next plan.

Mr. Farmer replied that it could.

Mr. Goodson added that this data would not go wasted even if it was not included in the 2030 LRP.

Mr. Farmer stated that the basic data stage has been passed through and would now move into the analysis of alternatives. That process can begin immediately for 2034 LRP.

Mr. Goodson asked if the HRBT would be looked at without MPO action.

Mr. Farmer answered that MPO staff will not preclude any options. If jurisdictions have any ideas or options, it is advisable to convey them to MPO staff.

Mr. Goodson recommended that the HRBT alternatives be included, either another tube or possibly a bridge for the 2034 LRP.

Chairman Fraim stated that since that is not on the agenda and is a significant step forward, he would like more information about what impacts that might have on the present plan by the next meeting. He then asked if VDOT is conducting its own study of the HRBT.

Mr. Heuer replied that as part of the recent discussions, the Secretary of Transportation is directing VDOT to conduct a feasibility study for an expansion at the HRBT limited to \$500,000. That solicitation is currently being prepared and he could not report on the status at this time.

Chairman Fraim asked if information could be provided in the next agenda package so the members could make an informed decision.

Mr. Heuer stated he could provide an update on the status of the study by the next meeting.

Mayor Frank commented that some months ago he proposed looking at the HRBT separately. He noted his concern of starting the analysis through the MPO and raising issues with FHWA as to whether the rest of the 2030 LRP is fiscally constrained. He asked for clarification on the implications of studying the HRBT.

Mr. Farmer replied it is safe as long as the MPO stays in the feasibility analysis stage. It only becomes official when it involves the amendment stages.

Mr. Heuer agreed.

Chairman Fraim stated it would be on the June agenda.

## **NEW AIR QUALITY STANDARDS**

Chairman Fraim introduced Ms. Doris McLeod, Air Quality Planner with Virginia Department of Environmental Quality, to present the new air quality standards.

Ms. McLeod stated she would provide a brief overview of the 2008 Ozone National Ambient Air Quality Standards published in March 2008. She explained that ozone is a pollutant that is formed in the atmosphere from a chemical reaction between volatile organic compounds (VOC) and nitrogen oxides (NOx) when combined with sunlight. Ozone is the primary component of smog, a lung irritant, and is especially deleterious to people with lung diseases, such as asthma or emphysema. Ozone also affects the ability of plants to produce and store food and to survive bad weather conditions.

The 1997 ozone standard was 0.08 parts per million on an 8-hour average. Hampton Roads was originally classified marginal but was redesignated to attainment in 2007. In March 2008, the new ozone standard of 0.075 was published.

When looking at the monitoring locations within Hampton Roads over a three-year period, only one monitor meets the new standard and the other two are slightly above it. She reviewed that there are downward trends at each of the monitors with reduced emissions in the region. There are also significant reductions in the area from utilities and power plants.

Ms. McLeod reviewed the planning time line for the new standard. It was signed on March 12, 2008. On March 12, 2009, the Governor is required to send recommendations for designations and classifications for various areas of the state to the EPA Administrator. In 2010 or 2011, depending on the amount of time needed by EPA, the EPA must publish area designations. If the EPA chooses to publish in 2010, the data they will be using to determine if an area meets the standard will be 2007 through 2009. If 2011 is used, then the years 2008 through 2010 will be used. Either way, the summers of 2008 and 2009 are very important in determining whether Hampton Roads is designated attainment or nonattainment. If the area is designated nonattainment based on air quality, plans for

attaining the standard will be due in 2013 and attainment dates would be anywhere from 2016 through 2033, depending on the severity of the problem.

Ms. McLeod concluded and offered to answer questions.

Mr. Goodson asked if the Air Quality Act could be changed next year or is it set through the timeline she provided.

Ms. McLeod replied that each standard that has been published through EPA has gone through significant litigation. The first standard was published in 1991 and put forth for designation in 1999, an eight-year lapse in which litigation occurred. The 1997 standard was not put forth for designation until 2004, another significant delay due to litigation.

## **MPO COMMITTEE REPORT**

The Chairman asked Mayor Frank to present this report.

Mayor Frank stated that the MPO Committee members met to address the Quadrennial Certification Review Report from the Federal Highway Administration (FHWA) with a number of the actions requiring attention by July 1, 2008. Three corrective actions require a response and then some programmatic recommendations that do not require a response but demonstrate a need in good faith to address the issues.

The first corrective action dealt with the ratification of MPO actions by the PDC. It was decided that the PDC will no longer ratify or approve the actions of the MPO.

It was also decided that the PDC and the MPO would have separate and distinct board meetings. The MPO meeting will start at 10:00 a.m. and the PDC meeting will follow at 11:00 a.m. unless experience determines the time should be adjusted earlier or later. The first agenda item of the MPO meeting will be public comment, three minutes for each person to speak to any matter on the agenda of that day or any other matter they believe is relevant and germane to the business of the MPO.

The second corrective action addresses the issue of the relationship between the Chief Administrative Officers (CAOs) and the Transportation Technical Committee (TTC). The CAOs have their own agenda items unrelated to MPO or the PDC and they meet following the MPO/PDC meetings as a matter of convenience. It was decided that it will be made clear that the CAOs will not serve as an advisory group to the MPO. They may advise individual members because they are city managers and county administrators for the jurisdictions, but they will not be a formal body that makes recommendations to the MPO. In the event the MPO requests a formal recommendation from the CAOs, then they will convene as a public body and will be subject to the Freedom of Information Act (FOIA) regulations regarding open meetings, notifications, etc.

With regard to the TTC, it was decided they are support for the MPO staff and not a direct advisory group to the MPO. The TTC is composed of technical staff from the jurisdictions represented in the MPO and should not be subjected to the public discussion process since they do not develop policy.

It was also recommended that the MPO utilize the offices of the Virginia Beach City Attorney to help draft bylaws and also to meet with the State Attorney General's representative and VDOT special counsel to make sure everything meets the federal and state requirements for FOIA compliance. It was cost effective to utilize the Virginia Beach City Attorney's office since they are particularly knowledgeable about FOIA and public meeting issues.

It is also recommended that the MPO staff prepare a letter to FHWA to address all the required responses by July 1st that incorporates the comments made during this meeting and that it has a tone of cooperation and willingness to comply with the regulations.

It is also recommended that a consultant be engaged to look at best practices for MPOs around the country to determine the best way to approach some of the issues. Weighted voting as opposed to equal voting was also raised, as well as who should be included as additional members; i.e., the ports, freight, industry, rail, airports, etc. This information could all be brought back to the MPO Committee from the consultant so recommendations could be made to the MPO and PDC.

Mr. Rucker commented that the Quadrennial Certification Review report is available on the HRPDC website. He thanked the committee members for inviting him to participate in the MPO Committee and appreciated their dedication to addressing the corrective actions. He stated that based on his participation in the meeting he is satisfied enough to recommend to Federal Transit Administration (FTA) that the UPWP be approved this week.

He asked that the idea brought up at the MPO Committee meeting regarding the TTC and MPO be put in writing so he could review it further. He added that he sent an email request to the FHWA division offices in each state inquiring whether their MPOs have a transportation advisory committee. He received responses from 21 of the 50 states and all of them said the MPOs in their states had a dedicated transportation advisory committee and is considered standard practice. He indicated he had two questions for response by either the MPO Board or the MPO Committee.

- Has the group identified or listed what advice and recommendations the TTC was providing the MPO that the MPO staff will now provide to the MPO?
- What will be the change or impact to the established RSTP and CMAQ selection process as a result of this change?

He stated that from a federal point, the HRMPO's RSTP and CMAQ selection process is likely one of the best selection processes in the country and other MPOs call the HRMPO to set up a similar system.

He then asked how other committees will function such as the ITS Operations Planning Committee. It is a nationally known and respected committee that FHWA headquarters relies upon for best practice information. He added that it is his feeling that more thought needs to be given to this particular item and stated he is willing to adjust the deadline from July 1, 2008 to July 2009 to allow for thorough discussion and review.

Chairman Fraim thanked Mr. Rucker for making that recommendation which is a major step forward for the MPO. He added that he knows Mr. Farmer is considering other

changes to include a reorganization of office staff to make it more transparent as to how the MPO is staffed as far as responsibilities. He also added that the MPO will have its own website. In addition, there are other ideas to improve the transparency of the MPO.

Mayor Frank asked that a checklist be transcribed of Mr. Rucker's comments that can be handled through the MPO Committee with MPO staff's help.

Mayor Frank Moved to adopt the MPO Committee report for implementation as recommended; seconded by Mr. Smith.

Mr. Farmer asked Mr. Rucker to submit his comments in writing to be circulated to the MPO Committee and the MPO.

Mr. Rucker asked if Mr. Farmer planned to submit the letter prior to the attorneys making a conclusion about the TTC.

Mr. Farmer replied that the letter will first go to the MPO Committee for comments and will be brought before the MPO for full consideration at the June 18th meeting prior to submission to FHWA.

Mayor Frank suggested sending a draft to Mr. Rucker for comment and review before the meeting.

Mr. Farmer agreed and added that staff anticipated Mr. Rucker's continued presence on the MPO Committee.

The Motion Carried.

## **MIDTOWN TUNNEL, MASS TRANSIT AND THE 2034 LONG RANGE PLAN**

Mr. Smith stated that Portsmouth believes it is important to preserve the possibilities related to delivering Light Rail to the western region of Hampton Roads and the Midtown Tunnel may provide the greatest opportunity to do this. The city is also supportive of moving ahead with the Midtown Tunnel and Martin Luther King Freeway Extension projects in an expedient manner. Through conversations with Mr. Heuer and Transportation Secretary Pierce Homer, it has been agreed that they will include a provision in the Midtown Tunnel PPTA solicitation that says "design the facility in a manner that does not preclude multimodal capacity." The exact language will be worked on in the coming weeks.

Mr. Smith added that Portsmouth recognizes it will likely be years before Light Rail can actually traverse the Elizabeth River in western Hampton Roads; however, the plans and decisions made now should accommodate future needs if at all possible.

Mr. Jones asked how this affects the fiscal constraint issue as far as the overall plan is concerned and if there will be delays created as a result of adding this element to the Midtown Tunnel.

Mr. Heuer answered that at this point with the type of wording used, it does not affect the schedule or fiscal constraint.

Chairman Fraim commented that the city of Norfolk has been pursuing the Light Rail Transit for over 20 years and it is due to be operational by January 2010 and is the smallest Light Rail system in the country. The best use of that system is obviously for it to be a regional system. The more regional partners the system gathers, the better served everybody will be.

He added that with Hampton Boulevard carrying over 40,000 cars per day and the new Route 460 to carry 8,500 cars per day, it is urgent to find additional capacity at the Midtown Tunnel and he would oppose anything that would delay the moving forward of the Midtown Tunnel.

Mr. Smith responded that it just makes sense to be careful and thoughtful since a new tube is about to be put in at the Midtown Tunnel anyway.

Mr. Heuer suggested that the MPO consider approaching the PDC, Mr. Townes and FTA and apply for a grant to be able to study the Hampton Roads Regional Plan for Light Rail and designate and identify the corridors, businesses and sectors of the community that would be served. It is currently being looked at in pieces and sometimes that is not the best approach.

Chairman Fraim agreed this is an excellent idea and will be planned for the PDC in the near future.

#### **FOR YOUR INFORMATION**

Mr. Farmer noted that the Richmond Regional MPO Resolution regarding the urging of the General Assembly to take action to support a financial action as soon as possible was included in the FYI section.

No other questions or comments were noted.

#### **OLD/NEW BUSINESS**

No questions or comments were noted.

#### **ADJOURNMENT**

With no further business to come before the Hampton Roads MPO, the meeting adjourned at 12:50 p.m.

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Dwight L. Farmer  
Executive Director/Secretary

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Paul D. Fraim  
Chairman

**AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

**ITEM #2: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
AMENDMENT: VDOT (FINAL APPROVAL)**

This item was included in the May 2008 MPO agenda and was approved for public review and comment. The public comment period ran from May 22 through June 5, 2008. No comments were received.

The request from VDOT to amend the FY06-09 TIP to add one new project was attached to the May MPO agenda.

The project to be added is UPC# 89754, Upgrade traffic signal heads and UPS at various locations in Isle of Wight County.

**RECOMMENDED ACTION:**

Approval.

**AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

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

This item was included in the May 2008 MPO agenda and was approved for public review and comment. The public comment period ran from May 22 through June 5, 2008. No comments were received.

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

The affected project is UPC# 17824, Interstate 64/Norview Avenue Ramp Improvement in Norfolk.

**RECOMMENDED ACTION:**

Approval.

## **AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

### **ITEM #4: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS: VDOT (13 PROJECTS) (FINAL APPROVAL)**

This item was included in the May 2008 MPO agenda and was approved for public review and comment. The public comment period ran from May 22 through June 5, 2008. No comments were received.

The request from VDOT to revise the FY06-09 TIP to add four new projects and revise the obligation information on nine projects was attached to the May MPO agenda.

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.

### **RECOMMENDED ACTION:**

Approval.

**AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

**ITEM #5: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
REVISION: REQUEST FOR TRANSFER OF CMAQ FUNDING –  
NEWPORT NEWS (FINAL APPROVAL)**

This item was included in the May 2008 MPO agenda. The MPO approved the fund transfer request and approved for public review and comment the associated TIP amendment request. The public comment period ran from May 22 through June 5, 2008. No comments were received.

The request from Newport News to revise the FY06-09 TIP to reflect the MPO-approved allocation transfer of \$125,237 in CMAQ funds from UPC# T1831, Newport News Shuttle Project (which had been terminated) to UPC# T4196, Citywide Bus Shelter Program, was attached to the May MPO agenda.

**RECOMMENDED ACTION:**

Approval.

**AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

**ITEM #6: DRAFT FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM  
(TIP) (FINAL APPROVAL)**

This item was included in the May 2008 MPO agenda and was approved for public review and comment. The public comment period began on May 22 and runs through June 20, 2008. To date, no comments have been received.

The final document will be printed after the end of the public comment period and will be distributed to the MPO in July.

**RECOMMENDED ACTION:**

Approval, subject to receipt of no adverse public comments through June 20, 2008.

**AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

**ITEM #7: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
AMENDMENTS: VDOT (5 PROJECTS)**

Attached is a request from VDOT to revise the FY 06-09 TIP to add five new Highway Safety Improvement Program (HSIP) projects as follows:

- a. UPC# 81442, Replace signal lamps with LEDs, add pedestrian signal heads at the intersection of Little Creek Road and Chesapeake Boulevard in Norfolk.
- b. UPC# 86496, Upgrade existing signal and pavement markings at the intersection of Monticello Avenue and 26<sup>th</sup> Street in Norfolk.
- c. UPC# 86610, HSIP Proactive Safety Projects in Suffolk.
- d. UPC# 86612, HSIP Proactive Safety Projects in Portsmouth.
- e. UPC# 86616, HSIP Proactive Safety projects in Norfolk.

This amendment request will go out for public review during June in anticipation of final approval by the MPO in July. 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

June 4, 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 added. The amendment of the projects in the noted request reflects funding obligations for the PE, RW, and CN phases. To that end, I request that the following UPC numbers be added in the current TIP:

- **UPC #81442 RTE 165 - Replace Signal Lamps with LEDs, add Pedestrian Signal Heads, Norfolk, TIP Pg N/A.** TIP amendment to add PE phase obligation of \$28,800(HSIP) in FFY08, add RW phase obligation of \$18,000(HSIP) in FFY09, add CN phase obligation of \$171,000 in FFY10.
- **UPC #86496 Upgrade Existing Signal and Pavement Marking, Norfolk, TIP Pg N/A.** TIP amendment to add PE phase obligation of \$77,663(HSIP) in FFY08, add RW phase obligation of \$27,000(HSIP) and add CN phase obligation of \$292,651(HSIP) in FFY09.
- **UPC #86610 HSIP Proactive Safety Projects, City of Suffolk, TIP Pg N/A.** TIP Amendment to add PE phase obligation of \$47,154 (HSIP) funds in FFY08.
- **UPC #86612 HSIP Proactive Safety Projects, City of Portsmouth, TIP Pg N/A.** TIP amendment to add PE phase obligation of \$53,686(HSIP) funds in FFY08.



- **UPC #86616 City of Norfolk Safety Improvements, TIP Pg N/A. TIP Amendment to add PE phase obligation of \$135,288(HSIP) in FFY08**

I am requesting that the Hampton Roads Transportation Technical Committee approve the TIP amendments during their June meeting and the Metropolitan Planning Organization to approve the TIP amendments during their June meeting. Attached you will find a copy 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

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

Urban

FY2006-2009 TIP

HAMPTON ROADS

<b>ROUTE:</b>	0165	<b>PROJECT</b>	NFO				<b>PROGRAM/SYSTEM</b>	MPO Area		
<b>UPC NO.:</b>	81442	RTE 165-REPL SIGNAL LMPS W/LEDS, ADD PEDESTRIAN SIGNAL HEADS				Urban	Hampton Roads			
<b>REPORT NOTE:</b>										
<b>STREET NAME:</b>								<b>EST.</b>	<b>SCHEDULE</b>	
<b>JURISDICTION:</b>	Norfolk							PE	32	FY2008
<b>DESCRIPTION:</b>	AT CHESAPEAKE BOULEVARD							RW	20	FY2009
							CN	190	FY2010	
							TO	242		
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM									
<b>PROJECT LENGTH:</b>	0.0000MI									
<b>PRINCIPAL FUND SOURCE:</b>	HES									
<b>REVISED:</b>	7/16/08 - Add new project to TIP. Add PE Phase Obligation of \$28,800 (HSIP) in FFY08, add RW Phase Obligation of \$18,000 (HSIP) in FFY09, add CN Phase Obligation of \$171,000 (HSIP) in FFY10.									
<b>REQUIRED ALLOCATIONS (000's)</b>									<b>REQ'D AFTER</b>	
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>2010</b>		
Highway Safety Improvements:State	24	0	0	0	0	0	0			
Highway Safety Improvements:Federal	218	0	0	0	0	0	0			
<b>Total</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
<b>OBLIGATIONS (000's)</b>										
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>			
Federal - HSIP	PE	3	0	0	29	0	0			
	RW	2	0	0	0	18	0			
	CN	19	0	0	0	0	171			

Urban

FY2006-2009 TIP

HAMPTON ROADS

<b>ROUTE:</b>	0460	<b>PROJECT</b>	NFO		<b>PROGRAM/SYSTEM</b>	MPO Area		
<b>UPC NO.:</b>	86496	Upgrade Existing Signal and Pavement Markings			Urban	Hampton Roads		
<b>REPORT NOTE:</b>								
<b>STREET NAME:</b>	Monticello Avenue					<b>EST.</b>	<b>SCHEDULE</b>	
<b>JURISDICTION:</b>	Norfolk					PE	86	FY2008
<b>DESCRIPTION:</b>	FROM: 26th Street; TO: Intersection					RW	30	FY2009
						CN	325	FY2009
						TO	441	
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b>	HES							
<b>REVISED:</b>	7/16/08 - Add new project to TIP. Add PE Phase Obligation of \$77,663 (HSIP) in FFY08, add RW Phase Obligation of \$27,000 (HSIP) in FFY09, add CN Phase Obligation of \$292,651 (HSIP) in FFY09.							
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>2010</b>
Highway Safety Improvements:State	0	44	0	0	0	0	0	
Highway Safety Improvements:Federal	0	397	0	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>441</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	
Federal - HSIP	PE	9	0	0	78	0	0	
	RW	3	0	0	0	27	0	
	CN	33	0	0	0	293	0	

<b>ROUTE:</b>	0000	<b>PROJECT</b>	NFO		<b>PROGRAM/SYSTEM</b>	MPO Area		
<b>UPC NO.:</b>	86610	HSIP Proactive Safety Projects City of Suffolk		Urban	Hampton Roads			
<b>REPORT NOTE:</b>								
<b>STREET NAME:</b>							<b>EST.</b>	<b>SCHEDULE</b>
<b>JURISDICTION:</b>	Suffolk						PE	52
<b>DESCRIPTION:</b>	City of Suffolk Safety Improvements						RW	0
						CN	384	
						TO	437	
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM							
<b>PROJECT LENGTH:</b>								
<b>PRINCIPAL FUND SOURCE:</b>	HSIP							
<b>REVISED:</b>	7/16/08 - Add new project to TIP. Add PE Phase Obligation of \$47,154 (HSIP) in FFY08.							
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>2010</b>
Highway Safety Improvements:State	0	44	0	0	0	0	0	
Highway Safety Improvements:Federal	0	393	0	0	0	0	0	
<b>Total</b>	0	437	0	0	0	0	0	
<b>OBLIGATIONS (000's)</b>								
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	
Federal - HSIP	PE	5	0	0	47	0	0	
	RW	0	0	0	0	0	0	
	CN	0	0	0	0	0	0	

Urban

FY2006-2009 TIP

HAMPTON ROADS

<b>ROUTE:</b>	0000	<b>PROJECT</b>	NFO		<b>PROGRAM/SYSTEM</b>	MPO Area			
<b>UPC NO.:</b>	86612	HSIP Proactive Safety Projects City of Portsmouth			Urban	Hampton Roads			
<b>REPORT NOTE:</b>									
<b>STREET NAME:</b>								<b>EST.</b>	<b>SCHEDULE</b>
<b>JURISDICTION:</b>	Portsmouth							PE	FY2008
<b>DESCRIPTION:</b>	City of Portsmouth Safety Improvements							RW	N/A
							CN	437	N/A
							TO	497	
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM								
<b>PROJECT LENGTH:</b>									
<b>PRINCIPAL FUND SOURCE:</b>	HSIP								
<b>REVISED:</b>	7/16/08 - Add new project to TIP. Add PE Phase Obligation of \$53,686 (HSIP) in FFY08.								
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>	
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>2010</b>	
Highway Safety Improvements:State	0	50	0	0	0	0	0		
Highway Safety Improvements:Federal	0	447	0	0	0	0	0		
<b>Total</b>	<b>0</b>	<b>497</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>OBLIGATIONS (000's)</b>									
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>		
Federal - HSIP	PE	6	0	0	54	0	0		
	RW	0	0	0	0	0	0		
	CN	0	0	0	0	0	0		

Urban

FY2006-2009 TIP

HAMPTON ROADS

<b>ROUTE:</b>	0000	<b>PROJECT</b>	NFO		<b>PROGRAM/SYSTEM</b>	MPO Area				
<b>UPC NO.:</b>	86616	HSIP Proactive Safety Projects City of Norfolk			Urban	Hampton Roads				
<b>REPORT NOTE:</b>										
<b>STREET NAME:</b>								<b>EST.</b>	<b>SCHEDULE</b>	
<b>JURISDICTION:</b>	Norfolk							PE	150	FY2008
<b>DESCRIPTION:</b>	City of Norfolk Safety Improvements							RW	0	N/A
							CN	1,103	FY2013	
							TO	1,253		
<b>SCOPE OF WORK:</b>	SAFETY/TRAFFIC OPERS/TSM									
<b>PROJECT LENGTH:</b>										
<b>PRINCIPAL FUND SOURCE:</b>	HSIP									
<b>REVISED:</b>	7/16/08 - Add new project to TIP. Add PE Phase Obligation of \$135,288 (HSIP) in FFY08.									
<b>REQUIRED ALLOCATIONS (000's)</b>								<b>REQ'D AFTER</b>		
<b>Fund Sources</b>	<b>Prev. Alloc</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>2010</b>		
Highway Safety Improvements:State	0	125	0	0	0	0	0			
Highway Safety Improvements:Federal	0	1,128	0	0	0	0	0			
<b>Total</b>	<b>0</b>	<b>1,253</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
<b>OBLIGATIONS (000's)</b>										
<b>Fund Sources</b>		<b>Match</b>	<b>Previous</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>			
Federal - HSIP	PE	15	0	0	135	0	0			
	RW	0	0	0	0	0	0			
	CN	0	0	0	0	0	0			

## AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

### ITEM #8: TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS: COORDINATED PLAN

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

The three FTA programs associated with the Coordinated Plan are:

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

The *Hampton Roads Area Public Transit – Human Services Transportation Coordinated Plan* was endorsed by the MPO on April 16, 2008. A project selection committee made up of Coordinated Plan stakeholders met on May 21, 2008, to select projects to be funded with FFY 2006 Section 5316 and 5317 funds (project selection for Section 5310 funds is done by VDRPT). The project selection committee received applications for seven projects and selected five of those projects for funding based on criteria included in the Coordinated Plan.

Since the projects utilize federal funds, they must be included in the TIP. Due to the timing of this amendment request, MPO staff recommendation is to add the new projects to the current TIP (FY 06-09) as well as the draft FY 09-12 TIP.

The projects to be added to the TIPs are (see attachment for brief description of each project):

	Agency – Project Name	Allocated Amount	FTA Program
1	Norfolk Redevelopment & Housing Authority – Workforce Development Transportation Program	\$ 252,000	JARC
2	Hampton Roads Transit – Job Access Service Study	\$ 174,406	JARC
3	Hampton Roads Transit – Enhanced Computer Aided Dispatch for Paratransit	\$ 129,300 \$ 208,612	JARC NF
4	RIDES (Historic Triangle Senior Center) – GPS Technology	\$ 47,442	NF
5	Hampton Roads Transit – Travel Training	\$ 64,000	NF

This amendment request will go out for public review during June in anticipation of final approval by the MPO in July. A copy of the TIP page showing the new projects is attached.

Attachments

#### RECOMMENDED ACTION:

Approval for public review and comment.

## **PROJECTS SELECTED TO BE FUNDED WITH FFY 2006 SECTION 5316 AND 5317 FUNDS**

In accordance with SAFETEA-LU, projects proposed to receive federal funding under FTA Sections 5316 (Job Access and Reverse Commute) and 5317 (New Freedom) must be derived from a locally developed public transit – human services transportation plan (Coordinated Plan). The *Hampton Roads Area Public Transit – Human Services Transportation Coordinated Plan* was endorsed by the HRMPO on April 16, 2008. On May 21, 2008, a project selection committee made up of Coordinated Plan stakeholders selected five projects out of seven proposals to be funded with JARC and/or NF funds. Those five projects were:

1. Norfolk Redevelopment and Housing Authority (NRHA) – Workforce Development Transportation Program: \$252,000 JARC funds

This project will implement transportation programs to assist low-income residents to get back and forth to various employment training and employment opportunities in a timely manner. FTA funds will pay for vehicle leases, technology, and operating costs. If revenue (e.g., fares) is generated by this project, the operating grant may be reduced proportionately in accordance with FTA requirements. Local match will be provided through a HUD grant and NRHA operations budget.

2. Hampton Roads Transit – Job Access Service Study: \$174,406 JARC funds

This project will investigate the feasibility of implementing a van service to remove barriers to employment transportation, especially off-hours, in coordination with local social service departments. The C-Van program in Richmond is one possible model. The Project Selection Committee recommended that this project be expanded to provide a regional study, including connections between Southside and Williamsburg areas.

Local match will be provided through HRT's capital and operating budget. If the project scope is expanded as recommended, additional local match is expected from in-kind contributions.

3. Hampton Roads Transit – Enhanced Computer Aided Dispatch for Paratransit: \$129,300 JARC funds and \$208,912 NF funds

This project will begin a major technology upgrade for the Handi-Ride system, including Computer Aided Dispatch, Global Positioning System, and Mobile Display Terminals. This project was rated very highly by Stakeholders during the Coordinated Plan development process. Local match will be paid from HRT's capital and operating budget.

4. RIDES (Historic Triangle Senior Center) – GPS Technology: \$47,442 NF funds

RIDES is a collaboration of local transportation providers including Peninsula Agency on Aging, Williamsburg Area Faith in Action, Williamsburg Area Transport, FISH, and Historic Triangle Senior Center. The program provides non-emergency medical transportation and transportation beyond the 3/4-mile ADA corridor for persons with disabilities in the James City County, Williamsburg and Bruton District areas. This project will purchase GPS equipment to improve the efficiency of vehicle scheduling, dispatching and recordkeeping. Local match will be provided through Foundation and United Way sources.

5. Hampton Roads Transit – Travel Training: \$64,000 NF funds

Travel training is a very effective program to teach individuals with disabilities how to use the fixed-route bus or rail system for trips that they use on a regular basis, thereby reducing their reliance on paratransit. Many systems realize a return on their investment within only a few months due to the savings in paratransit costs. HRT intends to contract with social service agencies and transportation providers to deliver the local travel training program. Travel training qualifies as a mobility management project. Local match will be paid from HRT's capital and operating budget.

**Hampton Roads Area Public Transit - Human Services Transportation Coordinated Plan**

**Hampton Roads Transit**

<b>Job Access Service Study</b>	<u>Amount</u>	<u>Fund Source</u>
Federal Aid	174,406	FFY-06 FTA Section 5316 (JARC) Program
Local Funds	43,601	
Total	<u>218,007</u>	
<b>Enhanced Computer Aided Dispatch for Paratransit</b>	<u>Amount</u>	<u>Fund Source</u>
Federal Aid	129,300	FFY-06 FTA Section 5316 (JARC) Program
Federal Aid	208,612	FFY-06 FTA Section 5317 (New Freedom) Program
Local Funds	84,478	
Total	<u>422,390</u>	
<b>Travel Training</b>	<u>Amount</u>	<u>Fund Source</u>
Federal Aid	64,000	FFY-06 FTA Section 5317 (New Freedom) Program
Local Funds	16,000	
Total	<u>80,000</u>	

**Norfolk Redevelopment & Housing Authority**

<b>Workforce Development Transportation Program</b>	<u>Amount</u>	<u>Fund Source</u>
Federal Aid	252,000	FFY-06 FTA Section 5316 (JARC) Program
Local Funds	189,000	
Total	<u>441,000</u>	

**RIDES (Historic Triangle Senior Center)**

<b>GPS Technology</b>	<u>Amount</u>	<u>Fund Source</u>
Federal Aid	47,442	FFY-06 FTA Section 5317 (New Freedom) Program
Local Funds	11,860	
Total	<u>59,302</u>	

**Hampton Roads Area Public Transit - Human Services Transportation Coordinated Plan**

**Hampton Roads Transit**

<b>Job Access Service Study</b>	<u>Amount</u>	<u>Fund Source</u>
Federal Aid	174,406	FFY-06 FTA Section 5316 (JARC) Program
Local Funds	43,601	
Total	<u>218,007</u>	
<b>Enhanced Computer Aided Dispatch for Paratransit</b>	<u>Amount</u>	<u>Fund Source</u>
Federal Aid	129,300	FFY-06 FTA Section 5316 (JARC) Program
Federal Aid	208,612	FFY-06 FTA Section 5317 (New Freedom) Program
Local Funds	84,478	
Total	<u>422,390</u>	
<b>Travel Training</b>	<u>Amount</u>	<u>Fund Source</u>
Federal Aid	64,000	FFY-06 FTA Section 5317 (New Freedom) Program
Local Funds	16,000	
Total	<u>80,000</u>	

**Norfolk Redevelopment & Housing Authority**

<b>Workforce Development Transportation Program</b>	<u>Amount</u>	<u>Fund Source</u>
Federal Aid	252,000	FFY-06 FTA Section 5316 (JARC) Program
Local Funds	189,000	
Total	<u>441,000</u>	

**RIDES (Historic Triangle Senior Center)**

<b>GPS Technology</b>	<u>Amount</u>	<u>Fund Source</u>
Federal Aid	47,442	FFY-06 FTA Section 5317 (New Freedom) Program
Local Funds	11,860	
Total	<u>59,302</u>	

## **AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

### **ITEM #9: MPO COMMITTEE REPORT**

In response to a request by the MPO, staff arranged a telephone conference on June 5, 2008, that included the MPO attorneys, VDOT Special Counsel, and staff from the MPO, VDOT, and FHWA to discuss FOIA requirements related to MPO committees and subcommittees. On June 9, 2008, the MPO attorneys met with MPO staff to discuss the development of “building blocks” for addressing Corrective Action (CA) 4 and bringing the MPO and its committees into full compliance with FOIA.

During the discussion on the May 21, 2008, MPO agenda item 17, MPO Committee Report, Mr. Rucker of FHWA asked several questions and made several comments. Mayor Frank, chairman of the MPO Committee, requested that Mr. Rucker’s remarks be transcribed from the minutes of the meeting and provided in the form of a checklist of things that will need to be addressed regarding CA 4 to ensure that pertinent issues are not overlooked. The checklist, which was also provided to the MPO Committee prior to its June meeting, is attached.

The MPO Committee will meet prior to the June MPO meeting to discuss the recommendations of the MPO attorneys regarding CA 4. In addition, the MPO Committee will review a draft response letter to the federal team regarding CAs 1 and 2. The draft letter will be provided as a handout at the June MPO meeting.

Mayor Joe S. Frank, Chairman of the MPO Committee, will provide the MPO Board with a report on the progress made by the MPO Committee.

Attachment & Handout

### **RECOMMENDED ACTION:**

Per discussion.

During the discussion on agenda item 17, MPO Committee Report, at the May 21, 2008 MPO meeting, Mr. Rucker of FHWA asked several questions and made some comments. Mayor Frank, chairman of the MPO Committee, requested that Mr. Rucker's remarks be transcribed from the minutes of the meeting and provided in the form of a checklist of things that will need to be addressed regarding Corrective Action 4 to ensure that pertinent issues are not overlooked.

The following is a checklist based on Mr. Rucker's remarks made at the May 21, 2008, MPO meeting regarding Corrective Action 4:

1. Mr. Rucker requested the opportunity to study a diagram depicting how the TTC, MPO staff, and MPO board would interact with one another as a result of any proposed changes to current procedures.
2. The MPO Committee should identify or list the types of advice and recommendations that the TTC has been providing the MPO that the MPO staff would now be providing to the MPO.
3. In the past, the TTC provided the MPO with recommendations on the final allocations of federal RSTP and CMAQ funds. How will that process be handled under the proposed changes? What will be the change or impact to the established RSTP and CMAQ selection process as a result of proposed changes in the way the TTC operates?
4. The MPO Committee must consider how other committees, such as the ITS committee, will function.

## **AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

### **ITEM #10: VIRGINIA GENERAL ASSEMBLY SPECIAL SESSION**

HRMPO Executive Director Dwight L. Farmer has requested that Virginia Secretary of Transportation Pierce Homer brief the HRMPO on the Special Session to begin June 23, 2008. It is anticipated that Secretary Homer will briefly discuss the Governor's Transportation Proposal. The MPO Board members are encouraged to take advantage of this unique opportunity.

#### **RECOMMENDED ACTION:**

Per discussion.

**AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

**ITEM #11: HAMPTON ROADS BRIDGE TUNNEL STUDY STATUS REPORT**

In response to a request by the MPO at its meeting on May 21, 2008, Mr. Dennis Heuer, VDOT HR District Administrator, will provide a brief status report on the HRBT Study.

**RECOMMENDED ACTION:**

None required.

## **AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

### **ITEM #12: HAMPTON ROADS-RICHMOND BARGE PROJECT**

The Richmond MPO has recently approved \$2.25 million of its regional Congestion Mitigation and Air Quality (CMAQ) funds to support a barge service project between Hampton Roads and Richmond. The project is anticipated to start operation in late 2008.

The Richmond MPO, Port of Richmond, VPA, and FHWA are currently working on the administrative portion of the project. This project has received excellent commendations from the FHWA – Richmond Division and US Maritime Administration.

Mr. John Hekman, Chairman of the Port of Richmond Commission, and Mr. Martin Moynihan, Port of Richmond Executive Director, will be present to brief the MPO Board on this project.

#### **RECOMMENDED ACTION:**

None required.

## **AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

### **ITEM #13: A TRANSIT VISION PLAN FOR HAMPTON ROADS**

By letter of February 25, 2008, the Virginia Department of Rail and Public Transportation (VDRPT) requested that the HRMPO produce a regional transit plan. At its March 19, 2008 meeting, the MPO voted to produce the plan. VDRPT is providing funding and usage of its on-call consultants. The MPO will manage the development of the plan.

In order that the plan not be limited by any specific horizon year, HRMPO staff recommends that the regional transit plan be a “vision” plan. The heart of the vision plan would be maps and descriptions of a system of transit corridors and districts comprised of the following two symbiotically related elements:

- Route-based public transportation services (including station locations for rapid transit)
- Land use requirements necessary for the financial feasibility of those services

This plan will become a part of Virginia’s 2035 Statewide Transit Plan. Following completion of this project, the HRPMO will constrain the vision plan in accordance with 2034 land use and 2034 finances to develop the transit component of its 2034 Long-Range Transportation Plan (LRP).

Mr. Robert Case, Principal Transportation Engineer, will brief the MPO on this task and progress to date.

#### **RECOMMENDED ACTION:**

None required.

## **AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

### **ITEM #14: HOLLAND ROAD CORRIDOR STUDY**

The City of Suffolk requested that a corridor study be undertaken to identify any roadway, traffic signal, and access management improvements that will be necessary along Holland Road (US Route 58) within the next ten years. The study corridor begins at the western end of the Route 58 Bypass and continues west approximately 3.25 miles to its terminus one mile west of the intersection of Holland Road and Manning Bridge Road

The HRMPO staff recently completed the Holland Road Corridor Study draft report and results were presented to the Transportation Technical Committee in May. The draft report has been through an extensive review period and all comments have been incorporated in the enclosed Final Report.

Ms. Camelia Ravanbakht, Principal Transportation Engineer, will brief the MPO on the study.

Separate Enclosure

#### **RECOMMENDED ACTION:**

Approval.

## AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

### ITEM #15: FOR YOUR INFORMATION

- A. The minutes of the June 4, 2008, Transportation Technical Committee meeting are attached.

Attachment A

- B. Letter to Governor Kaine from Mayor Oberndorf

Attachment B

- C. Letter of congratulations from Senator John Miller

Attachment C

- D. Hampton Roads – Richmond Barge Service

The Richmond MPO recently approved \$2.25 million of its regional CMAQ funds to support a barge service project between Hampton Roads and Richmond. In addition, a recent published article in the May 20th Daily Press entitled “Barge plan could ease I-64 truck traffic,” provided a brief summary of New Kent County Cargo Transfer Feasibility Study. The attached memo includes a summary of these two items.

Attachment D

- E. FHWA approval of the FY 2009 MPO Unified Planning Work Program

Attachment E

- F. As of July 1, 2008, hard copies of the agenda packet will be sent to MPO Board members and HRPDC Commissioners only. All others currently receiving the packet will receive an email notifying them the packet is available from the HRPDC website, [www.hrpdcva.gov](http://www.hrpdcva.gov). A link will be provided in the email each month.

## SUMMARY MINUTES

### HAMPTON ROADS TRANSPORTATION TECHNICAL COMMITTEE

Meeting of June 4, 2008

Chairman Jeff Raliski called the Hampton Roads Transportation Technical Committee meeting to order at 9:34 A.M. in the HRPDC Board Room with the following in attendance:

#### MEMBERS:

Fred Whitley (H)	Tim Cross (YC)
Sherry Earley (SU)	Earl Sorey (CH)
Eric Stringfield (VDOT)	Lynn Allsbrook (H)
Tom Slaughter (NN)	Robert Lewis (SU)
Richard Hartman (POR)	Travis Campbell (VB)
Tony Gibson (VDOT)	Robert Gey (VB)
Guzin Akan (NO)	Al Riutort (NN)
Richard Drumwright (WAT)	Ray Hunt (VDOT)
Vince Jackson (HRT)	Keith Cannady (H)
Gary Walton (CH)	Kristin Mazur (IW)
Jeff Raliski (NO)	George Brisbin (POR)
Brian Swets (POR)	Tabitha Crowder (VB)
Daniel Rudge (VDRPT)	Anne Ducey-Ortiz (GC)
Beverly Walkup (IW)	Reed Nester (W)
Ivan Rucker (FHWA)	Mark Shea (CH)
Luke Vinciguerra (JC)	

#### OTHERS:

Chris Voigt (VDOT)	Todd Halacy (VDOT)
Irene Shuman (VDOT)	Kara Bedoya (VDOT)
Keisha Branch (HRT)	Regina Singletary (HRT)
Carl Jackson (NN)	Ron Hodges (TRAFFIX)
Rick Clawson (VDRPT)	Jim Ponticello (VDOT)
Bob Matthias (VB)	Alex Tsybin (NN)

#### STAFF:

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

Mr. Raliski called for any introductions and Mr. Slaughter introduced Mr. Carl Jackson with the Newport News Planning Department and Mr. Alex Tsybin with the Newport News Engineering Department. Mr. Stringfield introduced Ms Kara Bedoy, a North Carolina A&T student who is an Intern with the Hampton Roads District office. Mr. Sorey introduced Mr. Gary Walton, Acting City Transportation Engineer. Mr. Sorey explained that Mr. Eric Martin is temporarily serving as Acting Director of Public Works and he (Mr. Sorey) is temporarily serving as Acting City Engineer. Ms. Anne Ducey-Ortiz introduced herself, explaining that she is the Acting Planning Director for

Gloucester County, replacing Mr. Scudder, the new Patrick County Administrator.

1. SUMMARY MINUTES OF MAY 7, 2008

Mr. Raliski noted the minutes of May 7, 2008 and asked for any corrections. There being none, Mr. Raliski declared the minutes approved as submitted.

2. HOLLAND ROAD CORRIDOR STUDY – FINAL REPORT APPROVAL

Mr. Raliski stated that the Holland Road Corridor Study report was presented at the May TTC meeting and has been through an extensive review period. He added that all comments have been incorporated into the final report which is now ready for approval. Mr. Lewis moved that the Holland Road Corridor Study be approved. Ms. Earley seconded the motion and it was approved.

3. DRAFT FY 09-12 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): STATUS REPORT

Mr. Kimbrel stated that the MPO approved the draft FY 09-12 TIP for public review and comment on May 21, 2008. He noted that although the public review period ends two days after the June MPO meeting, barring any last minute significant comments, the MPO is expected to approve the TIP at its June meeting. Mr. Kimbrel noted that while the new TIP will be approved by the MPO in June, it will not become effective until the new STIP, which is based in part on the MPO TIP, becomes effective on October 1, 2008. During discussion, Mr. Riutort asked if the new TIP was affected by the certification review results. Mr. Kimbrel replied that one of the corrective actions requires that a financial plan for the TIP be made available before the next TIP update is approved. He stated that a financial plan is included in the draft FY 09-12 TIP which has been approved by the MPO for public review and comment. No action was required.

4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT: COORDINATED PLAN

Mr. Kimbrel explained that in April the MPO endorsed the Hampton Roads Area Public Transit – Human Services Transportation Coordinated Plan from which projects from three specific FTA formula funded programs are derived. He stated that the programs are: Section 5310, Special Needs of Elderly Individuals and Individuals with Disabilities; Section 5316, Job Access and Reverse Commute (JARC); and Section 5317, New Freedom (NF). He added that projects to be funded with Section 5316 and 5317 funds are selected locally based on the locally developed Coordinated Plan and that a project selection process was recently completed to allocate FFY-06 funds for JARC and NF. Mr. Kimbrel stated that since these projects utilize federal funds they must be included in the TIP and recommended that the following projects be added to both the FY 06-09 TIP and the draft FY 09-12 TIP: A Workforce Development Transportation Program, to be administered by the Norfolk Redevelopment and Housing Authority, in the amount of \$252,000 JARC; A Job Access Service Study, to be administered by HRT, in the amount of \$174,406 JARC; An Enhanced Computer Aided Dispatch for Paratransit, to be administered by HRT, in the amount of \$129,300 JARC and \$208,612 NF; A GPS Technology Capital improvement project for the RIDES program, to be administered by the Historic

Triangle Senior Center, in the amount of \$47,442 NF; and a Travel Training program, to be administered by HRT, in the amount of \$64,000. During discussion, Mr. Riutort stated his understanding that another round of project selection for FFY-07 JARC and NF funds would take place in several months and asked that early notification of that schedule, along with the associated application procedures, be made to allow time for distribution of the information to eligible agencies within the city. Mr. Whitley then moved that the request to amend the FY 06-09 TIP and the draft FY 09-12 TIP to add the New Freedom and JARC projects described by Mr. Kimbrel be approved, subject to no adverse public comment. Mr. Drumwright seconded the motion and it was approved.

5. QUADRENNIAL CERTIFICATION REVIEW STATUS REPORT AND SCHEDULE

Mr. Kimbrel gave a brief overview of the certification review process that began with the review meeting in November, 2007. He stated that the certification review report issued in February, 2008 included 13 commendations, 12 programmatic recommendations, and 11 corrective actions (CA). Mr. Kimbrel noted that the revised deadline for corrective action #4 should be January 1, 2009, not July 1, 2009. Mr. Rucker then stated that based on the actions taken by the MPO in May, the federal team is ready to approve the FY 2009 UPWP. Discussion then evolved to open meetings and the status of the TTC. Mr. Farmer explained the changes in MPO operations that the MPO approved in May, including the separation of the MPO and HRPDC agendas, starting the MPO meeting first, at 10:00 AM and beginning with a dedicated public comment period. He also discussed what the MPO would like the role of the TTC to be. An extended discussion then took place regarding advisory committees as public bodies. Mr. Farmer noted that the Virginia Beach City Attorney's office (representing the MPO), the State Assistant Attorney General and the VDOT special counsel will meet in a teleconference on June 5<sup>th</sup> to discuss this issue and come to a consensus on what constitutes a public body. Mr. Farmer summarized the discussion by stating that the staff and the MPO is working to correct the deficiencies in the MPO process and rather than dwell on past mistakes, the message is that everyone wants to get the process right and will move forward based on the results of the joint legal review of the requirements for open meetings. No action was taken.

6. A TRANSIT VISION PLAN FOR HAMPTON ROADS

Mr. Rob Case explained the background of the VDRPT request for the HRMPO to manage the development of a regional transit plan. He stated that the primary purpose is to develop a regional vision of public transportation corridors and districts and to indicate the combination of transit services and land use intensity best suited for each corridor and district. Mr. Case noted that the effort will result in a vision plan not limited by any particular horizon year, and will become part of the 2035 Statewide Transit plan. He added that following completion of the vision plan, the HRMPO will constrain the vision plan in accordance with 2034 land use and finances to develop the transit component of its 2034 LRP. Following a brief discussion, no action was taken.

7. THE LOCATION OF NON-DRIVERS IN HAMPTON ROADS – PART 2

Mr. Case stated that this presentation builds on the initial presentation given in May. He then made a presentation on the analysis of the proximity of non-drivers to the following mobility factors: proximity to destinations within walking distance and proximity to bus routes within walking distance. Mr. Case stated that the next steps for the study are to finish the document in June, distribute it for comments and present it to the MPO for approval. Following a brief discussion, no action was taken.

8. GUIDELINES FOR IDENTIFYING “REGIONALLY SIGNIFICANT” PROJECTS IN HAMPTON ROADS

Mr. Case stated that the request to develop guidelines for identifying regionally significant projects was made by Virginia Beach to help determine what improvements need to be in a long range plan. Mr. Case noted that the research revealed that the application of the term “regionally significant” comes under the purview of the Interagency Consultation Group (ICG) in conjunction with what types of projects must be included in a regional emissions analysis. He noted that according to conformity regulations, the set of regionally significant projects is equal to principal arterial and fixed guideway transit projects, plus other projects on roadways which both serve a regional transportation need and normally would be included in the model. Mr. Case then reviewed guidelines and working definitions from a national search and concluded his presentation by recommending the following definition of the types of projects generally considered to be regionally significant: Highway projects which add thru lane(s) to roadways classified as minor arterial and above; Adding or removing an interchange on a limited access facility; Fixed guideway transit projects. During discussion, it was suggested that the first part of the definition be modified to include building or removing thru lanes to roadways classified as minor arterial and above. Discussion also raised the question of whether a volume threshold should be applied in addition to functional classification. Following further discussion, Mr. Hartman moved that action on this matter be deferred for further discussion and comment at a later date. Mr. Cannady seconded the motion. Mr. Gey indicated that deferring this matter would not cause a hardship for Virginia Beach. The motion was approved.

9. FOR YOUR INFORMATION

Mr. Raliski noted the memo attached to the agenda package regarding the recent allocation of \$2.25 million of regional CMAQ funds by the Richmond MPO to support a barge service project between Hampton and Richmond. No action was required.

10. OLD/NEW BUSINESS

A. Mr. Stringfield presented a request for five TIP amendments that need to be added to the current TIP. He stated that descriptions of the five projects have been handed and all five projects are part of the HSIP program. Mr. Lewis

moved the TIP amendments requested by Mr. Stringfield be approved. Mr. Brisbin seconded the motion and it was approved.

B. Mr. Sorey announced that the TRAFFIX Oversight Committee would meet immediately following the TTC meeting. No action was required.

C. Mr. Stringfield announced that staff is still trying to find a way to distribute copies of functional classification maps that were recently updated and approved by FHWA. He also announced that work on the request for the status of CMAQ projects was put on hold until the new Six Year Plan is finished. Mr. Stringfield stated that the plan is to have a status report by July. No action was taken.

D. Mr. Riutort congratulated Mr. Farmer on his appointment as Executive Director of the HRPDC and HRMPO. Mr. Riutort's compliments were followed by a warm round of applause. No other action was taken.

E. Mr. Stringfield announced that the third training session for the Chapter 527 Traffic Impact Analysis Regulations Outreach will be held on June 10, 2008, from 10:00 AM to 4:00 PM in the Hampton Roads District Auditorium. No action was required.

There being no further business, the meeting adjourned at 11:50 a.m.



# City of Virginia Beach

MEYERA E. OBERNDORF  
MAYOR

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MOBERNDO@VBGOV.COM

June 2, 2008

The Honorable Timothy M. Kaine  
Governor of Virginia  
1111 East Broad St.  
Richmond, VA 23219

Dear Governor Kaine:

*Thank you for your leadership on the critical issue of funding for transportation throughout the Commonwealth. It is an issue that is vital to the continued prosperity of citizens, the regions and the commonwealth as a whole. While there may be disagreement as to the funding of the proposed plans, you have taken an important step by introducing and aggressively promoting the discussion of the issue and possible solutions.*

*In that regard I would like to offer my thoughts on the plan in response to your encouragement to get all ideas on the table.*

- I, like many, disagreed with the Grantors Tax when it was part of the Regional Transportation Funding Program, and I continue to do so. Creating a nexus between the selling of a home to funding of transportation is nebulous at best. I suggest that the revenue be generated by a statewide gas tax. I am aware of the escalating cost of gas at this time, however, it is probably the fairest way to tax ALL the users of our highways.*
- The Hampton Roads Metropolitan Planning Organization (HRMPO) had requested a funding stream of at least \$275 million dollars a year, plus tolls, to pay for the six major identified projects. The addition of a seventh project, the Hampton Roads Bridge Tunnel improvements, may be a very valid and necessary addition to the system of transportation projects. If another project is added, however, additional funding should be added as well. Unless we have a very substantial stream of revenue, tolls would have to be set at a high rate which would very likely decrease mobility within the region, decrease our*

ATTACHMENT B

*Letter to Governor Timothy Kaine*

*Date: June 2, 2008*

*Page 2 of 2*

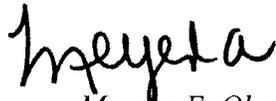
*competitiveness, and perhaps negate the need for the projects due to the possible sensitivity to tolls. One alternative to additional revenues and tolls is that the sequence of construction projects would have to be stretched over a longer time frame. This would mean an increase in the eventual costs and create questions of priority.*

- The issue of prioritization and other management issues leads me into my final concern. I understand that with the likely repeal of the HRTA, the **Commonwealth Transportation Board (CTB)** will be the arbiter of what gets built and when. We certainly appreciate the guidance and support that the CTB can give to the region. However, money raised within the region needs to stay in the region and be controlled by the region, not by a group of individuals, many of whom have no knowledge of transportation issues in Hampton Roads. This seems only fair and is consistent with the approach in Northern Virginia.*

*I have attached for your consideration, my remarks for presentation at your Town Hall Meeting on June 3<sup>rd</sup> in Virginia Beach. The City of Virginia Beach and the region have been consistent in our desires for funding transportation infrastructure.*

*Again thank you for your great leadership on this issue. I remain committed to assisting you in any way possible.*

*Sincerely,*



*Meyera E. Oberndorf  
Mayor*

**City of Virginia Beach**  
**Mayor Meyera E. Oberndorf's Statement**  
**Governor's Town Hall Meeting on Transportation**  
**June 3, 2008**  
**Virginia Beach Convention Center**

Governor Kaine, ladies and gentlemen, welcome to Virginia Beach. I am Meyera Oberndorf, Mayor of Virginia's largest city. We all realize that you have a very serious chore ahead of you, mainly coming up with a solution to the transportation funding problem that is both comprehensive and fair. As you move forward in this endeavor I would ask you to address the following points:

- The City still supports the MPO list of the six major projects and encourages the analysis of improvements to the Hampton Roads Bridge Tunnel as a seventh project, but not at the expense of the original six projects.
- The MPO has consistently stated that they need \$275,000,000 a year as a steady revenue stream and the ability to toll to accomplish the six regional projects. If the Hampton Roads Bridge Tunnel improvements are added, then additional funds should be provided to pay for those improvements.
- The issue of state-wide funding for transportation infrastructure maintenance and new construction must be addressed. Thankfully the Commonwealth has continued to provide reasonable levels of maintenance funding through-out the years. Unfortunately because of the increased cost of maintenance and the drop off in state and federal funding for transportation construction, the City of Virginia Beach, much like all jurisdictions, has experienced cuts in our Road Building Program because urban construction funding has been reduced. In 1985, Virginia Beach received approximately \$6 million a year in urban funding. In 1986, after the special session of the General Assembly, the last to comprehensively address transportation, our urban roads funding increased to \$18 million and peaked at approximately \$30 million in 2004.
- For the upcoming Fiscal Year of 2009, we are being advised that Virginia Beach will only receive, at most, \$10.5 million per year in urban allocations over the six year program. What that means using an average annual Fiscal Year Consumer Price Index is that in 2009 the City of Virginia Beach is only going to receive an equivalent of \$5.1 million in 1985 dollars. This clearly indicates that today's General Assembly has been unable to sustain the level of funding of more than two decades ago. Another way of

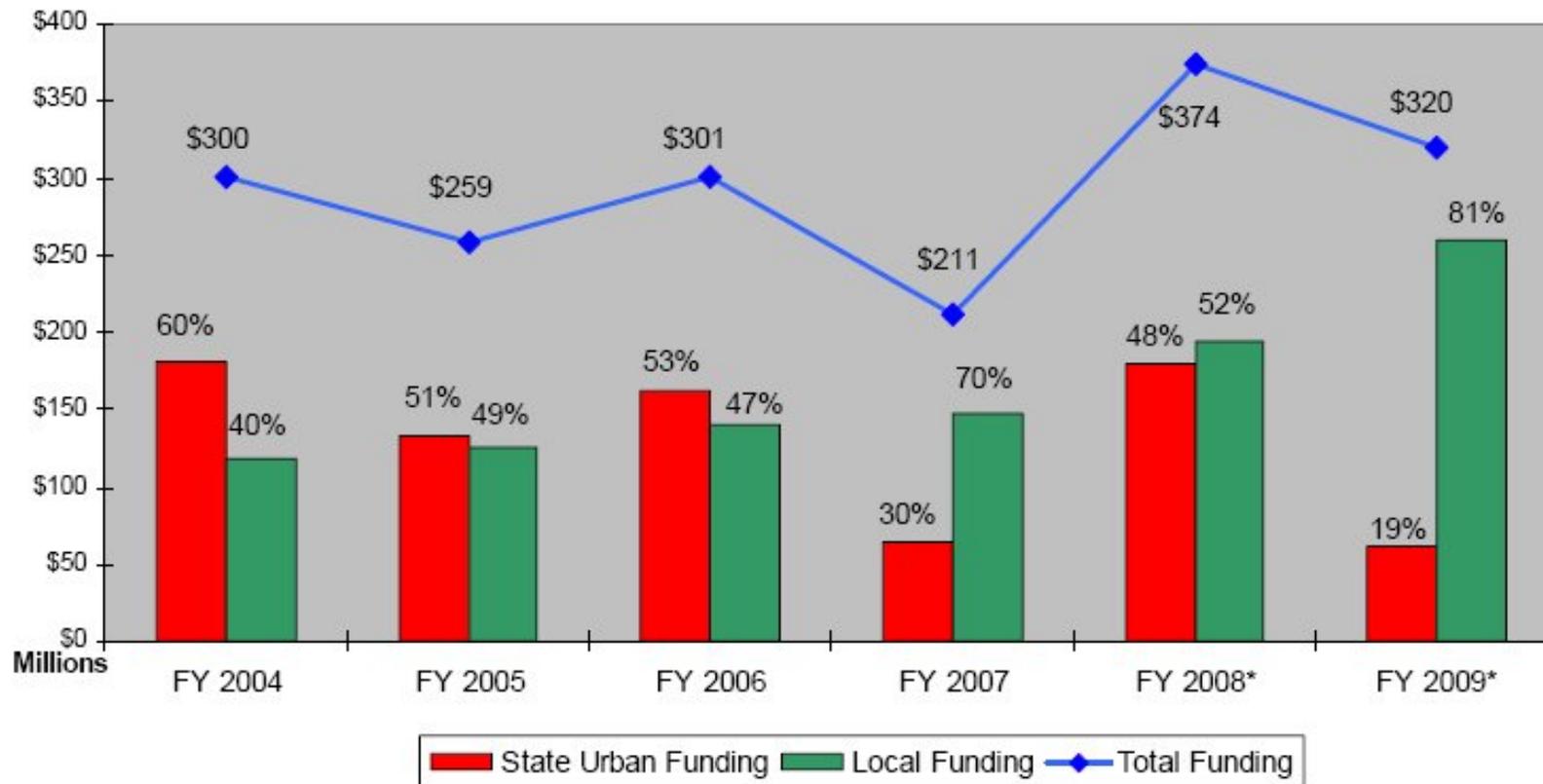
looking at this staggering drop in transportation dollars, the City should be receiving just over \$35 million in Urban Funding for construction. The \$10.5 million we may receive in 2009 reflects a 70% loss in inflation adjusted funding just since 2004.

- In 2004 the state funded 60% of the Urban Roadway Six Year Improvement Plan. In 2009 the state will only fund 19%. As the total amount of the program has increased only slightly, the taxpayers of Virginia Beach have had to forgo other priorities in order to compensate for the absence of adequate state funding for construction. We have had to transfer City funding from maintenance to construction in order to keep some semblance of the program. Unfortunately in trying to keep Urban Roadway Construction stable our City's maintenance backlog will now increase from \$26 million to \$82 million over the six year program. To show you what the funding imbalance is and its effects I have included two charts with this statement. The transportation system within the City of Virginia Beach can only be stabilized through the reinstatement of adequate urban road construction dollars from the state-wide funding program.

The City of Virginia Beach has continued to partner with VDOT and is now managing the vast majority of our urban road funding program, thereby relieving the Commonwealth of this expensive task. The City and its tax payers have also provided \$392 million over the last 23 years in transportation improvements, not including maintenance funding. Finally, regardless of who wins the national election in November, it is likely that next Congress will reauthorize the Surface Transportation Act. This reauthorization is projected to include substantial increases in the amount of money coming from the Federal Government for transportation. Without a large increase in state-wide funding, the Commonwealth will be unable to match those federal dollars and Virginia will continue to be a donor state.

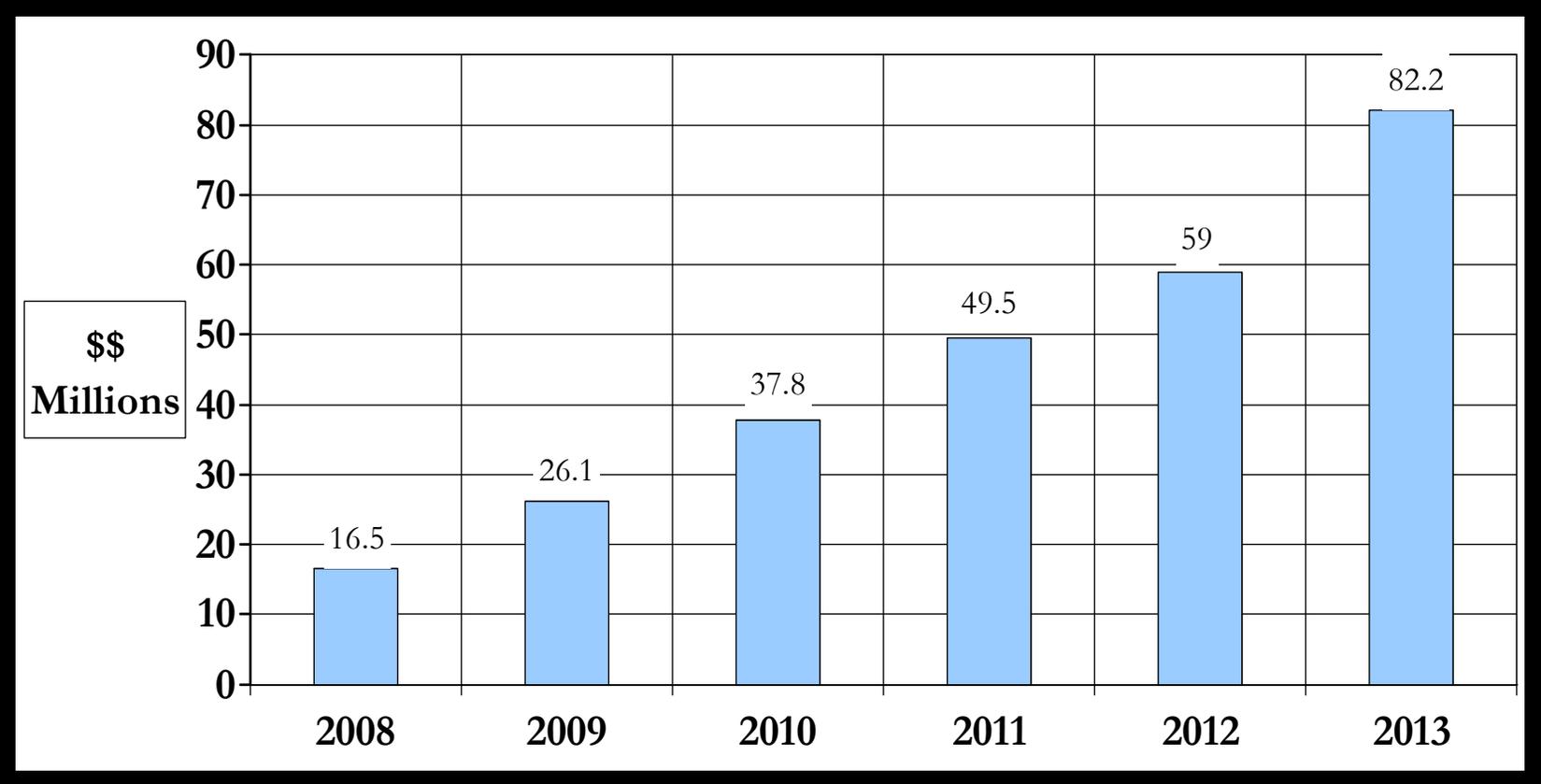
The City of Virginia Beach acknowledges the seriousness of the Urban Road problem and we encourage you to continue working deliberately, fairly, and comprehensively to provide a long term, sustainable funding solution to this City's most serious issue – our State Roadway Improvement Program.

# Funding Transportation (SYIP)



FY 2009 Funding levels based on Proposed programs as of 3/14/08.  
\* - No HRTA Funding

# Projected City of Virginia Beach Cost Growth in Maintenance Backlog



# SENATE OF VIRGINIA

JOHN C. MILLER  
1ST SENATORIAL DISTRICT  
P.O. BOX 6113  
NEWPORT NEWS, VIRGINIA 23606



June 2, 2008

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

Dear Dwight:

Congratulations on being appointed Executive Director of the HRPDC. I have every confidence that you will do a great job.

As I mentioned to your predecessor, I believe it is essential that you involve some members of the General Assembly with the MPO in some fashion. I think communication is the key, especially when it comes to transportation funding. I hope you will be able to get both legislators and local officials talking about how best to solve our transportation problems.

I wish you every success as you begin this new phase of your career. If there is ever anything I can do to help you, please don't hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "John Miller".

John Miller  
1st District

A handwritten note in black ink that says "Best of luck!".

**HRPDC Interoffice Memorandum**

May 23, 2008

**TO:** Dwight Farmer, Executive Director/Secretary

**BY:** Camelia Ravanbakht, Principal Transportation Engineer

**RE:** Hampton Roads Barge Service

**Hampton Roads-Richmond Barge Service Project:**

As you may already know, the Richmond MPO has recently approved \$2.25 million of its regional CMAQ funds to support a barge service project between Hampton Roads and Richmond. The project is expected to start operation in mid to late 2008.

The CMAQ funds will be used to support a project initiating a container barge service between the Port of Hampton Roads and the Richmond Deepwater Terminal. The CMAQ funds will cover the project cost for three years starting in FY 2009 and through FY-2011. The barges would be used for transport of containerized cargo on the James River that would otherwise be transported by truck. The project is therefore expected to reduce congestion and improve air quality in both regions. The following shows a tentative timetable:

- At project startup, 60 to 100 TEUs per week will be shipped via barge between HR and Richmond.
- Within six months to a year, the volume is expected to increase to 100-150 TEUs per week.
- Within 1-2 years, the volume is projected to grow to 150 -200 TEUs per week.
- Ultimately, the volume is projected to increase to 200 TEUs in each direction per week.

The Richmond MPO, Port of Richmond, VPA, and FHWA-Richmond Division are currently working on the administrative portion of this project. This project has received excellent commendations from the FHWA-Richmond Division Office and the Maritime Administration. Representatives from the Port of Richmond Commission will brief the HRMPO at its meeting on June 18, 2008. In addition, the Richmond MPO staff will provide a briefing to the HR Transportation Technical Committee on July 2, 2008.

**New Kent County Cargo Transfer Facility Feasibility Study:**

The information described below was extracted from a recent article published by Peter Frost in the May 20<sup>th</sup> Daily Press entitled "Barge plan could ease I-64 truck traffic".

New Kent County is considering adding a terminal on the Pamunkey River to handle international cargo from barges to and from the ports of Hampton Roads. This concept is currently undergoing a feasibility study. The \$85,000 state-funded study is looking at the feasibility of adding cargo transfer facility to remove truck traffic from I-64 and spur business development in most rural counties between Hampton Roads and Richmond.

The study, at 80% complete, indicates that a barge service would ferry cargo containers from state-owned ports in Norfolk and Portsmouth through the Chesapeake Bay, under the Coleman Bridge and up the Pamunkey River to the proposed port property. This privately owned site is a large vacant parcel on the south bank of the river across from West Point. The parcel is about four miles from I-64 and connected by a four-lane state highway.

At this point of the study, there are many questions than answers. The most important one is who will pay for it. According to the study, the cost of building such a facility would be between \$36 million and \$53 million, excluding the price of land.



U.S. Department  
of Transportation

Federal Transit Administration  
Region III  
1760 Market Street, Suite 500  
Philadelphia, PA 19103  
215-656-7100  
215-656-7269 (fax)

Federal Highway Administration  
VA Division  
400 North 8<sup>th</sup> Street, Room 750  
Richmond, VA 23240  
804-775-3320  
804-775-3356 (fax)

June 10, 2008

Mr. Paul Fraim, Chairman  
Hampton Roads MPO  
The Regional Building  
723 Woodlake Drive  
Chesapeake, Virginia 23320

Dear Mr. Fraim:

This is to notify you that the Federal Highway Administration has reviewed and approve the FY 2009 Unified Planning Work Program (UPWP) for the Hampton Roads area that was approved by the Hampton Roads MPO at its meeting on March 19, 2008. Our approval is based on the encouraging efforts witnessed at the MPO Committee meeting on May 16, 2008, to address the corrective actions in the February 28, 2008 certification review report.

We will continue to work with you to address all of the corrective actions in the report and encourage you to identify future efforts to address the corrective actions in the UPWP. Should you have any questions please feel free to contact me at (804) 775-3336.

Sincerely,

Ivan Rucker

Highway Safety Programs Manager

cc: Tony Cho, Federal Transit Administration  
Marsha C. Fiol, VDOT  
Eric Stringfield, VDOT – Hampton Roads District

**AGENDA NOTE – HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION**

**ITEM #16: OLD/NEW BUSINESS**