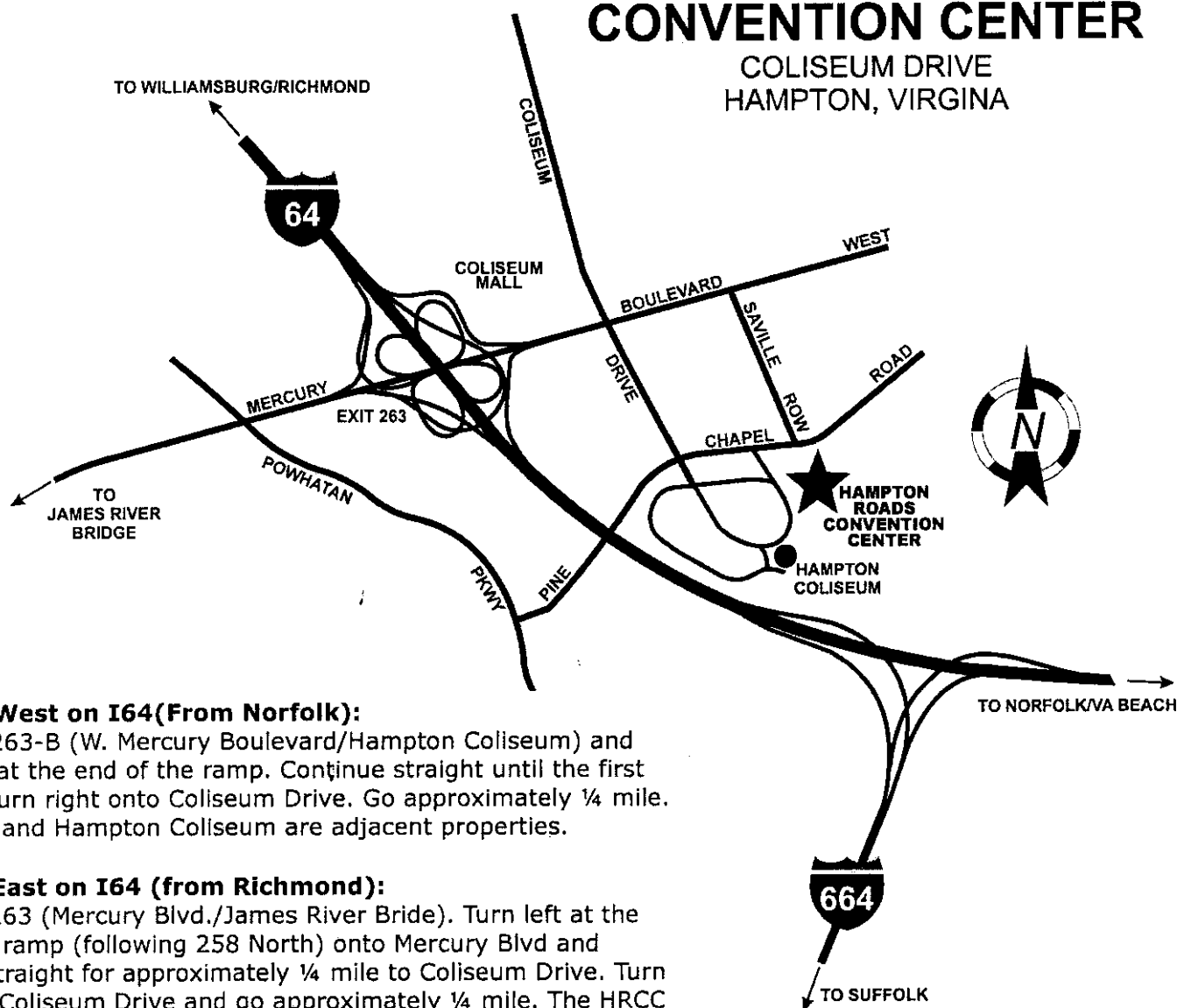


HAMPTON ROADS PLANNING DISTRICT COMMISSION QUARTERLY COMMISSION MEETING

Please note the HRPDC meeting will be held
at the Hampton Roads Convention Center,
1610 Coliseum Drive, Hampton
(directions and map below)
January 16, 2008, 9:30 a.m.

HAMPTON ROADS CONVENTION CENTER

COLISEUM DRIVE
HAMPTON, VIRGINIA



Heading West on I64(From Norfolk):

Take exit 263-B (W. Mercury Boulevard/Hampton Coliseum) and turn right at the end of the ramp. Continue straight until the first light and turn right onto Coliseum Drive. Go approximately ¼ mile. The HRCC and Hampton Coliseum are adjacent properties.

Heading East on I64 (from Richmond):

Take exit 263 (Mercury Blvd./James River Bride). Turn left at the end of the ramp (following 258 North) onto Mercury Blvd and continue straight for approximately ¼ mile to Coliseum Drive. Turn right onto Coliseum Drive and go approximately ¼ mile. The HRCC and Hampton Coliseum are adjacent properties.

Heading East on I664 (from Suffolk/Portsmouth):

Merge left onto I-64 West. Take exit 263-B (W. Mercury Boulevard/Hampton Coliseum) and turn right at the end of the ramp. Continue straight until the first light and turn right onto Coliseum Drive. Go approximately ¼ mile. The HRCC and Hampton Coliseum are adjacent properties.

AGENDA NOTE - HRPDC QUARTERLY COMMISSION MEETING

ITEM #1: MINUTES OF DECEMBER 19, 2007

Minutes of the December 19, 2007, meeting are attached.

Attachment

RECOMMENDED ACTION:

Approval.

HAMPTON ROADS PLANNING DISTRICT COMMISSION
EXECUTIVE COMMITTEE MEETING – DECEMBER 19, 2007

The Executive Committee Meeting of the Hampton Roads Planning District Commission was called to order at 10:38 a.m. at the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

EXECUTIVE COMMITTEE:

Paul D. Fraim , Chairman (NO)	Stan D. Clark (IW)
Bruce Goodson, Vice Chairman (JC)	Joe S. Frank (NN)
James O. McReynolds, Treasurer (YK)	Douglas L. Smith (PO)
Ella P. Ward (CH)	Louis R. Jones (VB)
Jesse T. Wallace, Jr. (HA)	Jackson C. Tuttle II (WM)

OTHER COMMISSIONERS:

Amar Dwarkanath (CH)	Kenneth L. Chandler (PO)
William E. Harrell (CH)	Thomas G. Shepperd, Jr. (YK)
W. Douglas Caskey (IW)	Robert M. Dyer (VB)
Sanford B. Wanner (JC)	Barbara M. Henley (VB)
	James K. Spore (VB)

*Indicates late arrival or early departure.

OTHERS RECORDED ATTENDING:

Earl Sorey – Chesapeake; Keith Cannady – Hampton; Beverly Walkup – Isle of Wight; Carla Tyler Brittle, Barbara Watson – James City County; Neil Morgan – Newport News; Bryan Pennington, Jeff Raliski – Norfolk; Brian Swets; George Brisbin – Portsmouth; Bob Matthias – Virginia Beach; Chuck Cayton – Private Citizen; Dennis Heuer, Eric Stringfield, Sam Davis – VDOT; Ivan Rucker – FHWA; Peter Huber – Wilcox Savage; Frank Roberts – HRMFFA; Ray Taylor, Vince Thomas – FHR; Martha Gross – Virginia Tech; Michael Townes – HRT; Mark Rickards – WAT; Dana Dickens – HRP; Joyce Heffington, Ted Henifin – HRSD; Ellis W. James – Sierra Club Observer; Kimball Payne – Daily Press; Germaine Fleet - Biggs & Fleet; Staff: Arthur Collins, John Carlock, Rick Case, Robert Case, James Clary, Nancy Collins, Dwight Farmer, Marla Frye, Greg Grootendorst, Frances Hughey, Jim Hummer, Rob Jacobs, Claire Jones; Tammy Karlgaard; Brett Kerns, Mike Kimbrel, Mike Long, Rachael Patchett, Andy Pickard, Joe Paulus, Kelli Peterson, Camelia Ravanbakht, John Sadler; Joe Turner, Eric Walberg and Laura Wheeling.

RESOLUTION

Chairman Fraim introduced Rachael Patchett and asked her to come forward for the reading and presentation of her Resolution of Appreciation for 26 years of service to the HRPDC.

Resolution of Appreciation

to

Rachael V. Patchett

Whereas, Rachael V. Patchett has faithfully served as Reprographic Supervisor on the staff of the Hampton Roads Planning District Commission from August 1981 to December 2007; and

Whereas, she has provided invaluable contributions to the efficient operation of the Commission; and

Whereas, she has managed the administrative functions of the Commission's graphic department and staff with enthusiasm and dedication; and

Whereas, Mrs. Patchett has developed and sustained productive and professional working relationships with individuals both on the Commission staff and with those in government and the private sector; and

Whereas, she dedicated countless extra hours to further the Commission's efforts and achieve its many goals; and

Whereas, Rachael V. Patchett has indicated a desire to retire on December 31, 2007.

Now Therefore, Be It Resolved by the Hampton Roads Planning District Commission, that Rachael V. Patchett is recognized and commended for her outstanding work over these many years and is presented this Resolution as a token of the Commission's gratitude and esteem; and

Be It Further Resolved, that the Hampton Roads Planning District Commission and staff extend to Rachael V. Patchett their very best wishes in her well-earned retirement and orders that a copy of this Resolution be spread upon the Commission's Minutes, this 19th day of December 2007.

Executed this Nineteenth Day of December 2007

Paul D. Fraim, Chairman

Mrs. Patchett thanked the Commission for the recognition. The Commission responded with applause.

CONSENT AGENDA

Chairman Fraim asked for additions or corrections to the Minutes of November 21, 2007. There were none.

The Consent Agenda contained the following items:

Minutes of November 17, 2007

Treasurer's Report

Regional Reviews

A. PNRS Items (Initial Review)

There were no outstanding issues or problems to be resolved.

B. Environmental Impact Assessment/Statement Review

Quad Student Housing Phase II – Building. F and Administration Building, Old Dominion University; Norfolk

Repairs to the Sewells Point (Lambert's Bend) Deperming Station, Norfolk, DOD/Navy; Norfolk

Hampton Roads AREC Classroom Addition, Virginia Tech; Virginia Beach

Scenic and Access Easement Acquisition Project at Jamestown and Greensprings Roads, Jamestown-Yorktown Foundation; James City County

Columbia Gas Transmission Corporation 2007 Pipeline Integrity Management Activities in Virginia, US Department of Transportation; HRPDC, James City County

Diehn Fine Arts Building Phase 2, Old Dominion University; Norfolk

Regional Benchmarking Report

Hampton Roads Rural Long Range Transportation Plan Phase I Report

Comr. Clark Moved to approve the Consent Agenda; seconded by Comr. Jones. The Motion Carried.

SANITARY SEWER OVERFLOW CONSENT ORDER ISSUE

Chairman Fraim introduced John Carlock, Deputy Executive Director of Physical Planning, to present this update.

Mr. Carlock stated there was a request at the November meeting for the staff to report on the numbers and quantities of overflows the region has experienced. He added he would provide a brief overview of the sanitary sewer overflow reporting system developed by the region, discuss some of the data and provide a quick status report of the region's progress on meeting the consent order requirements.

The Sanitary Sewer Overflow Reporting and Response Protocol (SSORS) began in 2002 with efforts by the utility directors and technical subcommittee to develop a reporting and response protocol. Because it was paper driven, the committee felt that web-based reporting would be more efficient and DEQ agreed. This system was out initially in 2004 and enhancements are currently being made to provide better information for evaluation.

Mr. Carlock stated the participants included all 16 localities, HRSD and DEQ, with HRPDC continuing to administer the program.

He noted that the reporting system went live on the web in October and to allow time to prepare this update, the date of December 10, 2007, was used. During this period there were a total of 1,327 overflows, the bulk of them being maintenance and infrastructure issues. A relatively small percentage was attributed to capacity issues since there was a low amount of precipitation in the region since July. When compared with last year, the heavy rainfall in the summertime attributed to a larger percentage being associated with capacity.

Mr. Carlock reviewed the current status of the orders and stated that the State Consent Order was issued and approved by the State Water Control Board in September 2007. EPA issued an Administrative Order to HRSD in August 2007.

The localities, HRSD and the HRPDC have spent considerable time over the last five months to ensure efforts are coordinated to meet HRSD's obligation under the Administrative Order and everybody's obligation under the Consent Order.

HRSD has made considerable progress in selecting the model that will be used in evaluating the system over the next years. Monitoring plans by the localities and HRSD are due the end of December, a deadline which all participants are on track to meet.

The EPA 308 Request for Information from the localities was issued in October. A response was provided, a suggested narrowing of the scope of that request and an extended time period was sent back to them in November. EPA modified the schedule slightly to accommodate the holidays even though it was not as much time as the localities requested. Mr. Carlock stated that the material to be provided to EPA is a large amount of paperwork, but everybody is on schedule and the localities are working together to stay on target.

Mr. Carlock concluded by offering to answer questions.

Mayor Frank asked if there was an inadequacy on the part of HRSD to accept all the affluent coming from the various communities into its system.

Mr. Carlock replied it happens from time to time but is not an everyday situation. It usually occurs during storm events, which is one of the issues the localities and HRSD are addressing together. The technical standards everybody has agreed to and included in the Consent Order address that in both design and construction of facilities.

STORMWATER PROGRAM EFFECTIVENESS INDICATORS

Chairman Fraim stated that Mr. John Carlock would also present this report.

Mr. Carlock stated that this applies to six large communities who have Phase I Stormwater Permits. In 2001, the stormwater committee recommended going to an effectiveness indicators approach rather than continue water quality monitoring, a considerable cost savings to the localities. DEQ accepted this program which is now in its 7th year.

He stated the effectiveness indicators range from water quality nutrient loadings to environmental knowledge and reviewed the year's results for each. He reviewed a table

depicting the annual percentage reduction of pollutant load due to existing BMPs. Data for Chesapeake, Norfolk and Portsmouth was processed for this year while data for Hampton, Newport News and Virginia Beach was based on calculations computed in FY 06.

Mr. Carlock reviewed the effectiveness indicators. He stated that each locality reports annually on the amount of protected or restored green lands. Data is also tracked on stormwater best management practices that are installed, inspected and maintained. For the erosion and sediment control indicator, data is tracked on the number of permits issued and number of inspections. The localities have improved over the tracking period with enforcement actions and disturbed acreage. It is believed this is due to the current availability of resources as compared with the beginning of the permit term.

Since flooding and drainage response tracking began in 2001, the Phase I localities have responded to nearly 90,000 citizen requests regarding flooding or drainage issues. It is believed the decrease in the last couple years is attributed to the lack of rainfall. The amount of monitoring and screening of illicit discharges has increased over time. It is found that the number of issues identified closely match the number that are corrected which means people are solving the problems. Mr. Carlock referred to two slides showing the localities' increase in effort with regard to cleaning drainage facilities and cleaning catch basins. Approximately 50,000 tons of material such as sediment, dirt, nitrogen, phosphorous, oils, grease, etc., was kept from entering the region's waterways through street sweeping last year. Studies elsewhere show street sweeping is a particularly effective practice and the region must need to spend more time to determine how it can work in Hampton Roads under the new permits.

Mr. Carlock next reviewed some of the programs and campaigns of HR STORM and the individual localities. In future years this information will be reported through the Permit Administration and Reporting System (PARS) which is geared specifically to the new permits that will be issued soon.

The Phase I permits for the six large communities were approved by the Board of Soil and Water Conservation in November 2007. That approval allows for the next steps to be undertaken which include getting EPA involved in the review as well as public review and comment. The goal is still to have the permits in place by July 2008.

He then reviewed the status of the Phase II permits. He stated that the localities covered by the Phase II regulations all submitted their applications in early December. The region provided comments on the proposed Phase II regulations. Phase II regulatory changes will be effective by early 2008.

Mr. Carlock commented that the indicators are just one piece of what local governments do to comply with permits. This extensive effort reflects a commitment on the part of the localities to better deal with stormwater and to continue to work together to accomplish that. He concluded and offered to answer questions.

Mayor Frank Moved to approve the report for distribution; seconded by Comr. Jones. The Motion Carried.

PROJECT STATUS REPORT

Chairman Fraim asked for questions or comments regarding the Project Status Report. None were noted.

FOR YOUR INFORMATION

The Chairman asked for questions or comments regarding the informational items. No questions were noted.

Mr. Collins noted that the HRPDC would follow the same holiday schedule that most of the localities and the state observed, Christmas Eve and New Year's Eve.

HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

Chairman Fraim called for a recess of the Hampton Roads Planning District Commission, while the Hampton Roads Metropolitan Planning Organization was called into session.

RATIFY MPO ACTIONS

No actions were taken during the meeting of the Hampton Roads Metropolitan Planning Organization.

OLD/NEW BUSINESS

The Chairman asked for old or new business.

Mr. Collins stated there was a new business item placed before the members regarding a Homeland Security Modeling and Simulation Contract. He added that for some months PDC staff and members of the Regional Emergency Management Committee (REMTAC) have met at JFCOM to find ways to utilize the military capabilities with gaming and exercising for use by first responders of the local governments. The Governor and a number of local mayors and chairs have observed this capability and have been tasked with finding applications for use in Hampton Roads. This is the development of a computer-based system where first responders can game scenarios, manmade or natural disasters, at their locations on their computers. The upcoming generations are much more familiar with gaming and the military has found this to be an effective method of training people as opposed to putting them in the field as well as being cost effective.

Mr. Collins added the proposal before the Commission is in two parts, the first part being for \$206,000 to develop one scenario to be presented to a number of the local emergency managers to see if it would prove to be an effective training tool for first responders. If it is positive, then funding for the rest of the program would need to be found by looking to grants for the remaining \$464,000, not to the HRPDC. If the first responders did not like the idea, the contract indicates the licenses would be returned as well as the funds making it a risk-free opportunity.

A lot of discussion has taken place about trying to develop modeling and simulation in this region and some investing must be done to make that happen. This is a modest investment.

Comr. Shepperd asked if this came about as part of a proposal from the company.

Mr. Collins agreed and stated that they would utilize Hampton Roads geography so it would be more realistic to the first responders. He added it would be a way to reduce the cost of requiring training in the field for these exercises since currently there must be additional people available at the fire and police stations as well as the people involved in field training with overtime pay being required, etc. This would allow training as part of their normal day and at their normal work location.

With the continued discussion, it was noted that this would apply to the geography of each jurisdiction of the PDC and that the PDC's attorneys have reviewed the contract.

Mayor Frank stated that the first \$206,000 transitions it from a military-based program to a civilian-based one and includes a GPS view of local streets and roads to make it more real for people in training.

Mayor Frank Moved to accept the proposal; seconded by Comr. Jones.

Comr. Smith asked how BreakAway was selected and why this particular program was chosen.

Mr. Collins replied that JFCOM consists of many contractors and BreakAway seemed to have the best fit for what the region wants to do.

Comr. Shepperd added that he is aware of at least four models that do this already in the Department of Defense at various stages. He asked if BreakAway approached the PDC with this proposal.

Mr. Collins replied it was more of a collaboration.

Mayor Frank asked if input from others was solicited.

Mr. Collins replied that a Request for Proposals was not issued.

Mayor Frank asked if this is a unique enough group to do this work that the state procurement requirement should be avoided.

Mr. Collins replied that he felt it may be considered borderline, but he believes it would be okay since they have some proprietary services that the PDC needs. He added that was not to say that there is not somebody else who could also provide that service.

Comr. Shepperd added that he was also concerned with violating fair practice laws.

Mr. Collins replied that he would hope not since it was hoped to have this integrated into the Noble Resolve exercise. If it is to be ready, the PDC must move quickly.

Discussion continued regarding different locations where this type of modeling and simulation is performed.

Mayor Frank added that he would like to accept the proposal today but would ask that counsel review the process to be certain the PDC is not exposing itself to a violation of the state procurement law. If legal counsel approves it, then it could be moved forward immediately. If they do not, then an alternative is found.

Chairman Fraim called for a vote on the motion made by Mayor Frank. The Motion Carried.

ADJOURNMENT

With no further business to come before the Hampton Roads Planning District Commission, the meeting adjourned at 11:51 a.m.

Arthur L. Collins
Executive Director/Secretary

Paul D. Fraim
Chairman

AGENDA NOTE - HRPDC QUARTERLY COMMISSION MEETING

ITEM #2: RATIFICATION OF EXECUTIVE COMMITTEE ACTIONS

The Commission should ratify the Executive Committee's approval of the October 17, 2007, Commission Minutes, and the actions of the November 21, 2007, and December 19, 2007, Executive Committee Meetings as recorded in the agenda packets and the minutes of those meetings.

RECOMMENDED ACTION:

Ratify the Executive Committee actions in the approval of the October 17, 2007, Commission Minutes, and the Executive Committee actions of November 21, 2007, and December 19, 2007.

AGENDA NOTE - HRPDC QUARTERLY COMMISSION MEETING

ITEM #3: TREASURER'S REPORT

Expenditure activity for December 2007 totaled \$784,262. Grant and Contract expenditures exclusive of HRMMRS totaled \$372,417 (or 47%). HRMMRS grant and contract activity totaled \$177,104 (23%). Locally funded Water Programs totaled \$48,657 (6%) and all other local activity totaled \$186,084 (24%).

RECOMMENDED ACTION:

Accept the Treasurer's Report.

MONTHLY FINANCIAL REPORTS

FISCAL YEAR 2008

December 31, 2007

BANKING TRANSACTIONS

	<u>Beginning Balance</u>	<u>Deposits</u>	<u>Withdrawals</u>	<u>Ending Balance</u>
Checking	\$78,040	\$1,267,558	(\$1,149,254)	\$196,345
Invest/Savings	\$2,741,961	\$364,928	(\$700,000)	\$2,406,889
Flex Benefit	\$14,606	<u>\$5,970</u>	<u>(\$8,933)</u>	<u>\$11,642</u>
TOTAL	\$2,834,608	\$1,638,455	(\$1,858,187)	\$2,614,876

CONTRIBUTIONS

	<u>Fiscal Year Budget</u>	<u>Received YTD</u>
VDHCD Grant	\$279,295	\$142,098
Local Jurisdictions	<u>\$1,338,740</u>	<u>\$580,410</u>
TOTAL	\$1,618,035	\$722,508

BUDGET SUMMARY

	<u>Annual Budget</u>	<u>Budgeted YTD</u>	<u>Expenses YTD</u>
Personnel	\$4,065,667	\$2,032,834	\$1,753,571
Contractual	\$196,015	\$98,008	\$90,355
Spec. Contracts	\$5,991,720	\$2,995,860	\$907,106
Operations	\$827,990	\$413,995	\$170,657
Capital Assets	<u>\$254,500</u>	<u>\$127,250</u>	<u>\$4,791</u>
TOTAL	\$11,335,892	\$5,667,946	\$2,926,480

GRANT REVENUE

<u>Anticipated Grant Revenues</u>	<u>Earned Revenues</u>	<u>Revenues Received</u>	<u>Receivables</u>
\$3,256,691	\$1,089,670	\$563,147	\$526,523

AGENDA NOTE - HRPDC QUARTERLY COMMISSION MEETING

ITEM #4: REGIONAL REVIEWS

A. PNRS Item: (Initial Review)

As of January 9, 2008, there were no PNRS Items to review.

B. Environmental Impact Assessment/Statement Review

The HRPDC staff is routinely involved in the review of environmental impact assessments and statements for projects involving federal funding or permits as well as state development projects. To ensure that all Commissioners are aware of projects being reviewed, brief summaries of these projects and anticipated review schedules are included in the Agenda. The HRPDC staff will continue to request comments directly from staff in localities that appear to be directly affected by a project. Attached is a listing and summary of projects that are presently under review.

Attachment

RECOMMENDED ACTION:

None required.

Environmental Impact Reviews

Date Received

Number

Name

Sponsor

Description

The Virginia Department of Mental Health, Mental Retardation, and Substance Abuse Services proposes to construct Phase II of the Adult Mental Health Treatment Center at Eastern State Hospital in James City County. The 27-acre project site is located between Ashbury Road and Foster Road from Wise Drive to the north, and Schmidt Road to the south, including a portion of Galt Drive. The site is currently developed with eight (8) buildings, associated parking, landscaping and roadways. Demolition of five (5) structures, associated parking, and Wise Drive is currently underway (Phase I) in preparation for the redevelopment of the site. Phase II demolition will occur in 2010 after the three (3) remaining buildings are vacated and operations moved to the new facility. Redevelopment of the site would include the construction of an 187,000 square foot facility. The facility would include a two-story structure (Building 1) serving as a central core, extending out into four buildings (Building 2/2A, Building 3, Building 4 and Building 5) connected by three interior courtyards. Wise Drive would be closed and removed, and parking constructed with 500 spaces. Three (3) onsite stormwater management BMPs would be constructed.

Affected Localities

Finding

Comments Sent

Final State Comments Received

AGENDA NOTE - HRPDC QUARTERLY COMMISSION MEETING

ITEM #5: EXECUTIVE DIRECTOR SEARCH UPDATE

As approved during the November 2007 meeting, the HRPDC has engaged Korn/Ferry to solicit potential candidates for the HRPDC Executive Director position. To date, the position has been posted on numerous websites and in several professional publications.

Currently, Korn/Ferry has a source list of approximately 99 names. Of those 99, there are 88 candidates “being pursued” or those which Korn/Ferry has already approached and those who they still plan to approach. Five candidates have been disqualified; and six are “in process” or those who have expressed an interest and have been phone screened or will be phone screened prior to the in-person interviews. The source list is likely to continue to grow as Korn/Ferry will not stop pursuing potential candidates until the search is complete.

The staff will continue to update Commissioners on the progress of the search.

RECOMMENDED ACTION:

None required.

AGENDA NOTE - HRPDC QUARTERLY COMMISSION MEETING

ITEM #6: HAMPTON ROADS TRANSPORTATION MODELING AND SIMULATION

During the past year, HRPDC staff was requested to investigate the resources necessary to conduct a modeling and simulation study to examine the impact of the HRTA projects on the region's major thoroughfare system. Responses were received from Virginia Tech, Old Dominion University/VMASC and Oak Ridge National Laboratory. The estimates to complete the effort ranged from \$200,000 to \$500,000 over a period of 6 months to 1 year. It has been suggested that Chairman Fraim send the attached draft request to Delegates Phillip Hamilton and Chris Jones who would take the lead to secure funding resources to conduct the study.

Attachment

RECOMMENDED ACTION:

Endorsement.



PAUL D. FRAIM, CHAIRMAN • BRUCE C. GOODSON, VICE CHAIRMAN • JAMES O. McREYNOLDS, TREASURER
ARTHUR L. COLLINS, EXECUTIVE DIRECTOR/SECRETARY

DRAFT

CHESAPEAKE

Rebecca C.W. Adams, *Council Member*
Amer Dwarkanath, *Deputy City Manager*
Clifton E. Hayes, *Council Member*
William E. Harrell, *City Manager*
Ella P. Ward, *Council Member*

FRANKLIN

Joseph J. Scislowicz, *Council Member*
Rowland L. Taylor, *City Manager*

GLOUCESTER COUNTY

John J. Adams, Sr., *Board Member*
Williams H. Whitely, *County Administrator*

HAMPTON

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Ross A. Kearney, II, *Mayor*
Jesse T. Wallace, Jr., *City Manager*

ISLE OF WIGHT COUNTY

W. Douglas Caskey, *County Administrator*
Stan D. Clark, *Vice Chairman*

JAMES CITY COUNTY

Bruce C. Goodson, *Chairman*
Sanford B. Wanner, *County Administrator*

NEWPORT NEWS

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Joe S. Frank, *Mayor*
Randy W. Hildebrandt, *City Manager*

NORFOLK

Anthony L. Burfoot, *Vice Mayor*
Paul D. Fraim, *Mayor*
Dr. Theresa W. Whibley, *Council Member*
Regina V.K. Williams, *City Manager*
Barclay C. Winn, *Council Member*

POQUOSON

Charles W. Burgess, Jr., *City Manager*
Gordon C. Helsel, Jr., *Mayor*

PORTSMOUTH

Kenneth L. Chandler, *City Manager*
Douglas L. Smith, *Council Member*

SOUTHAMPTON COUNTY

Anita T. Felts, *Board Member*
Michael W. Johnson, *County Administrator*

SUFFOLK

Linda T. Johnson, *Mayor*
James G. Vacalis, *City Manager*

SURRY COUNTY

Tyrone W. Franklin, *County Administrator*
Judy S. Lyttle, *Board Member*

VIRGINIA BEACH

Harry E. Diezel, *Council Member*
Robert M. Dyer, *Council Member*
Barbara M. Henley, *Council Member*
Louis R. Jones, *Vice Mayor*
Meyera E. Oberndorf, *Mayor*
James K. Spore, *City Manager*
John E. Uhrin, *Council Member*

WILLIAMSBURG

Jackson C. Tuttle, II, *City Manager*
Jeanne Zeidler, *Mayor*

YORK COUNTY

James O. McReynolds, *County Administrator*
Thomas G. Shepperd, Jr., *Board Member*

January 16, 2008

The Honorable Phillip A. Hamilton
Delegate
General Assembly Building
P.O. Box 406
Richmond, VA 23218

The Honorable S. Chris Jones
Delegate
General Assembly Building
P.O. Box 406
Richmond, VA 23218

Re: Hampton Roads Transportation Modeling and Simulation
(THY: HRTA)

Dear Delegates Hamilton and Jones:

The Hampton Roads Transportation Authority has now moved forward to implement the six regional transportation projects authorized during the 2007 session of the General Assembly. This initiative has enormous implications on the future of the region from transportation, economic and quality of life perspectives. The HRPDC is extremely interested in enhancing its understanding of the impacts on the region's transportation system and having this information in a format that will be clearly understood by the citizens of Hampton Roads.

The HRPDC would therefore like to request a modeling and simulation study to examine the impact of the HRTA projects on the region's major thoroughfare system. Specifically, the HRPDC would suggest this analysis cover time frames of five, ten and 20 years with and without the HRTA projects. This analysis would also incorporate the implications of tolls on the Monitor Merrimac Memorial Bridge Tunnel, Midtown Tunnel and the Downtown Tunnel without tolls on the Hampton Roads Bridge Tunnel and James River Bridge.

During the past six months, the HRPDC staff requested cost estimates to perform this task from Old Dominion University/Virginia Modeling Analysis and Simulation Center, Oak Ridge National Laboratories and Virginia Tech. The cost estimates ranged from \$200,000 to \$500,000 and could take up to twelve months to complete. Financial support to perform this study is critical as we move forward to implement the HRTA program of projects.

Delegate Phillip A. Hamilton
Delegate S. Chris Jones
January 16, 2008
Page 2

We look forward to working with your office on this very important effort. If you have any questions or need any additional information, please let us know at your convenience.

Sincerely,

Paul D. Frain
Chairman

PDF/kp

AGENDA NOTE - HRPDC QUARTERLY COMMISSION MEETING

ITEM #7: MULTIMODAL GRANT APPLICATION ISLE OF WIGHT AND SUFFOLK: LETTER OF ENDORSEMENT

Attached is a draft letter of endorsement for a Multimodal Grant Application from the City of Suffolk and Isle of Wight County. Transportation facilities and infrastructure in the City of Suffolk and Isle of Wight County are experiencing increased congestion, bottlenecks and choke points, in part, from the growth of import and export cargo moving between The Port of Virginia and points to the West, over and above unconstrained forecasted growth in traffic. An ability to deviate from the regional macro forecast to multimodal needs by freight corridor use by the highway and rail modes is needed.

Current & projected transportation investment needs are expected to exceed available funds. A mechanism is needed that incorporates planned land use, impacts on transportation facilities by mode as well as an ability to prioritize investments by need, impact and return on investment. This study will identify and develop plans to reduce conflicts between freight movement needs (trucks and trains) and personal vehicles. Events and development in Isle of Wight and Suffolk that will impact each jurisdiction and coordination between the two will also be addressed.

Attachments

RECOMMENDED ACTION:

Endorsement.



CHESAPEAKE

Rebecca C.W. Adams, *Council Member*
Amar Dwarkanath, *Deputy City Manager*
Clifton E. Hayes, *Council Member*
William E. Harrell, *City Manager*
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POQUOSON

Charles W. Burgess, Jr., *City Manager*
Gordon C. Helsel, Jr., *Mayor*

PORTSMOUTH

Kenneth L. Chandler, *City Manager*
Douglas L. Smith, *Council Member*

SOUTHAMPTON COUNTY

Anita T. Felts, *Board Member*
Michael W. Johnson, *County Administrator*

SUFFOLK

Linda T. Johnson, *Mayor*
James G. Vacalis, *City Manager*

SURRY COUNTY

Tyrone W. Franklin, *County Administrator*
Judy S. Lytle, *Board Member*

VIRGINIA BEACH

Harry E. Diezel, *Council Member*
Robert M. Dyer, *Council Member*
Barbara M. Henley, *Council Member*
Louis R. Jones, *Vice Mayor*
Meyera E. Oberndorf, *Mayor*
James K. Spore, *City Manager*
John E. Uhnin, *Council Member*

WILLIAMSBURG

Jackson C. Tuttle, II, *City Manager*
Jeanne Zeidler, *Mayor*

YORK COUNTY

James O. McReynolds, *County Administrator*
Thomas G. Shepperd, Jr., *Board Member*

January 16, 2008

DRAFT

Mr. Herbert Pegram
Multimodal Planning Grant Coordinator
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Pegram:

The Hampton Roads Planning District Commission (HRPDC) would like to recommend approval of the joint grant application submitted by the City of Suffolk and Isle of Wight County to the Commonwealth's Multimodal Planning Office.

HRPDC oversees the Transportation Improvement Program (TIP), a priority list of capital improvement projects developed for the transportation system in Hampton Roads. The TIP lists all projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. The TIP is multimodal; it includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects. The TIP list includes each project's location, description, estimated cost, funding sources, projected allocations, schedule and status.

The proposed project by the City of Suffolk and Isle of Wight County to integrate detailed land use planning and land development to generate forecasted impacts on transportation structures through modeling and simulation scenarios would support the mission of HRPDC. Intermodal planning for ocean, rail, highway and other means of mobility generate public benefits and represents good stewardship. Investments are needed as growth occurs but limited resources require careful scrutiny to prioritize those investments. While general growth forecasts offer insight into transportation needs and priorities, modeled data on growth by sectors such as residential, retail, industrial and modal components such as personal vehicle, truck, train enhanced by land use planning scenarios at the jurisdictions "parcel" level could enhance prioritizing projects and capital investments. The aforementioned project to further

Mr. Herbert Pegram
January 16, 2008
Page 2

forecast transportation infrastructure deficiencies and needs resulting from specific land use designations and land development milestone scenarios would enhance this process.

Sincerely,

Paul D. Fraim
Chairman

PDF/kp

Commonwealth of Virginia
Multimodal Planning Grants
2008

November 6, 2007

Applicant Grant Letter of Intent - 2008

This application is for assistance through the Commonwealth's Multimodal Planning Office: (check only one)

- Use of the Multimodal Office consultant*
- Use of applicant's own staff or consultant*

Applicant: City of Suffolk & Isle of Wight County

- MPO/PDC
- Local government
- Transit agency
- Transportation authority or commission

Project Name: Multi-Jurisdictional Multi-Modal Land Use Planning & Infrastructure Needs Study

Total Study Cost: \$500,000

Grant Request: \$450,000

10% In-Kind Service Match: \$50,000

Minimum 10% in-kind services local match (Non federal funds)

[10% Match + Grant Request = Total Study Cost]

Contact Information:

Name: Eric Nielson City of Suffolk & Patrick Small Isle of Wight County

Title: City Engineer & Assistant County Administrator

Agency: City of Suffolk Engineering & Isle of Wight Assistant County Manager

Phone #: (757) 923-2466 & (757) 365-6206

Fax #: (757) 923-3668 & (757) 365-6268

E-mail Address: enielson@city.suffolk.va.us & psmall@isleofwightus.net

Mailing Address: P.O. Box 1858 Suffolk VA 23439-1858 & P.O. Box 80 Isle of Wight VA 23397

Briefly describe the transportation issue(s) to be addressed by the proposed grant project: (Limit description to 15 lines)

Transportation facilities and infrastructure in The City of Suffolk and Isle of Wight County are experiencing increased congestion, bottlenecks and choke points in part from the growth of import and export cargo moving between The Port of Virginia and points to the West, over and above unconstrained forecasted growth in traffic. An ability to deviate from the macro forecast to identify multi-modal needs of freight corridor use by the road and rail modes while considering commuter and residential personal vehicle traffic from economic growth in other sectors is needed.

Current & projected transportation investment needs are expected to exceed available funds. An avenue is needed that understands planned land use, its impact on transportation facilities by mode and an ability to prioritize investments by need, impact and return on investment. This study will identify and develop plans to reduce conflicts between freight movement needs (trucks and trains) and personal vehicle mobility. Events and development in Isle of Wight and Suffolk that will impact each jurisdiction and coordination between the two will also be addressed.

Give a brief scope of work for the proposed grant project and provide an estimated timeline: (Limit to 30 lines)

PHASE I. BASELINE MODEL DEVELOPMENT: Transportation facilities will be documented in a matrix geographically and by sector/mode using existing data.

PHASE II. FORECAST FUTURE IMPACTS: Port cargo, general freight, mixed use office and retail, residential and commuter impacts will be forecasted and deviations will be inputted into the baseline model. Facility need will be developed based on planned facility capacity comparisons to refined demand affected by land use plans. The scenarios will be vetted with VDOT, VTRANS, MPO HRPDC, DRPT and VPA.

PHASE III. PRIORITIZATION OF TRANSPORTATION INVESTMENTS: Facility requirements by location/route and mode will be prioritized by assigning values to economic vitality, safety, mobility, asset preservation and quality of life attributes.

PHASE IV. DEVELOPMENT OF PLAN RECOMMENDATIONS: Infrastructure and transportation recommendations will be developed along with desired delivery dates over a twenty year planning horizon. Cost estimates will be developed for each investment. Isle of Wight and The City of Suffolk will develop a return on investment methodology for prioritizing projects needed across facilities land use designations. It will incorporate; timeframe needed, economic impact delivered, impact under a no-investment option evaluated by investment estimate. Final recommendations will also consider projected fund availability.

PHASE V. FINAL REPORT and PROJECT CONCLUSION: The completion of this project will result in two innovative and significant deliverables along with significant data. Preliminary combined land use designations will be completed across two jurisdictions based on forecasted municipal needs, economic growth. A set of transportation facility and infrastructure investments will be prioritized based on benefits delivered, timeframe needed, return on investment and projected fund availability. A final report will be issued and the tool will be presented and provided to state agencies.

PHASE I:	4 Months
PHASE II:	2 Months
PHASE III:	2 Months
PHASE IV:	3 Months
PHASE V:	1 Month

Briefly describe the appropriateness of the proposed project, including benefits to be derived and how this project will improve and enhance multimodal transportation and/or the relationship between transportation and land use or performance measurement: (Limit description to 15 lines)

This project is appropriate as two jurisdictions experience increased congestion across shared facilities and multiple modes. Suffolk and Isle of Wight will experience growth, partly fueled by Port of Virginia growth in multi-modal freight movement and industrial distribution related development that affect the other's transportation facilities along with other modes and travel needs. Linking forecasted impacts from increased demand on transportation facilities from known sources to forecasted additional impacts from land use designations as development occurs at this level of detail (two jurisdictions vs state or regional) will aid planning and investment decisions across modes and jurisdictions. Refining the needs and recommendations for two jurisdictions that are significantly impacted by this growth and providing data to state agencies will provide investments insights.

As the relocation of US Route 460 occurs, the Virginia Statewide Multimodal Freight Study Phase II is completed and other transportation issues are considered and addressed the outputs from this project can be used to for investment and decision making. The tools and model developed will be reusable for other studies and planning evaluations.

Briefly describe the deliverable end-product and how it will be implemented: (Limit description to 10 lines)

A baseline model with: Land-use designations and land development impact on transportation facility needs by mode, Existing and planned transportation facilities
Existing projections of traffic counts

A planning tool that includes: Adjusted traffic projections that account for multi-modal impacts from port related and industrial growth across the jurisdictions taking land use designation scenarios and projecting additional facility demand by mode

An evaluation tool for prioritization recommendations through a weighting of: Grading existing and planned infrastructure and assigning values to percent of facility capacity consumed and identified bottleneck and choke points forecasted, Values assigned for safety and mobility, Values assigned for economic impact

Provide any additional information that would be useful to the Selection Committee in evaluating your application: (Limit description to 10 lines)

This project is consistent with VDOT, HRPDC, VPA, DRPT and Isle of Wight and Suffolk plans and forecasts. Changes to land use to predict impact on transportation provides an innovative means to link them together. Multi-modal considerations including; freight corridor truck, rail and grade crossing, commuter and residential travel are included in the modeling as necessities. Outputs will allow refinements to current transportation plans to occur and provide an understanding of the related changes to land use that impact safety, mobility, economics, transportation assets and quality of life. Combining Suffolk and Isle of Wight is appropriate particularly in light of US Routes 58 and 460. The tool is reusable for future multi-modal and transportation planning needs in which combining land use and transportation infrastructure are beneficial.

###

Please submit ten hard copies and an electronic copy of the completed Grant Letter of Intent (GLOI) to the Grant Coordinator by 5:00 PM on December 4, 2007:

**Herbert Pegram
Grant Coordinator
1401 East Broad Street
Richmond, VA 23219
Herbert.Pegram@vdot.virginia.gov**

AGENDA NOTE – HRPDC QUARTERLY COMMISSION MEETING

ITEM #8: 2008 ECONOMIC FORECAST

Each January, the HRPDC Economics Department delivers an annual forecast. This year, Mr. Greg C. Grootendorst, Deputy Executive Director, Economics, will review local and national economic trends for 2007 and present the Commission's 2008 forecast for Hampton Roads. The forecast will cover gross regional product, employment, unemployment, retail sales, residential construction, and hotel revenues for 2008.

RECOMMENDED ACTION:

Per discussion.

AGENDA NOTE - HRPDC QUARTERLY COMMISSION MEETING

ITEM #9: MODELING AND SIMULATION CONTRACT

Last month staff presented a proposal to engage a DOD contractor to work with JFCOM J9 to develop a specialized software package for the Hampton Roads first responder/emergency management community. This software is being designed to allow first responders to train at a work station alone or with others. At the December meeting, staff was directed to insure that the contract (attached) met all the legal procurement procedures and tests. HRPDC's attorney advised that all the required processes had not been concluded and recommends that the attached sole source determination be made. Peter Huber, HRPDC Legal Counsel, will be available to explain the situation if there are questions. This determination will be posted in the RFP section of the HRPDC web site as required by the statute for public notice.

Attachment - Contract

RECOMMENDED ACTION:

Approve the sole source determination and reapprove the BreakAway contract.

Sole source statement as follows:

The Va. Code 2.2-4303.E, requires written documentation for the basis for a sole source determination to wit: The software that will be purchased under this contract is a proprietary product that will allow the HRPDC and its member localities to participate in emergency response exercises from within their respective local emergency response centers, and to tailor those exercises using three dimensional local geographic data. While there are other contractors who produce and might provide emergency response simulation software, this product will be integrated with and connected to the existing software provided by this contractor to the United States Joint Forces Command (JFCOM) in order to support critically important collaborative exercises (Noble Response) and development of collaborative emergency response scenarios. As such, this integrated software can only be purchased and licensed through the existing JFCOM vendor, BreakAway Ltd.

BREAKAWAY ltd.



10150 York Road, Suite 250
Hunt Valley, MD 21030

January 4, 2008

Arthur L. Collins
Hampton Roads Planning District Commission
The Regional Building
723 Woodlake Drive
Chesapeake, VA 23320

Dear Mr. Collins:

BreakAway is pleased to present this proposal to the Hampton Roads Planning District Commission (HRPDC) for the purchase of the mōsbē™ Desktop Development Platform, Incident Command simulation. The mōsbē Incident Command simulation, which will be delivered to HRPDC along the timeline defined below will be the result of the integration of the current Incident Commander simulation model into the mōsbē Desktop Development Platform.

As a result of this effort, the first responder organizations within all sixteen (16) jurisdictions represented by the HRPDC, and HRPDC, will be able to participate in emergency response exercises from within the local Emergency Operations Centers (EOCs) and other locations where the mōsbē software is installed. In addition, each of the eight jurisdictions will be able to modify the provided scenario, author new scenarios, and develop new three dimensional, virtual worlds representative of their geographic location for use in the analysis of best practices, experimentation to determine the appropriate response to emergency situations, train on the defined approaches, and conduct exercises – locally, regionally or Virginia wide.

While HRPDC is purchasing a Commercial Off The Shelf (COTS) mōsbē product from BreakAway, BreakAway agrees to enhance that COTS product during the period from January 16, 2008 through September 19, 2008 to integrate the existing functionality of the Incident Commander simulation (identified in Attachment 1) into the mōsbē Desktop Development Platform. This COTS product enhancement will be developed at the BreakAway facility in Hunt Valley, Maryland, and will be delivered as software updates/upgrades to the software purchased under this agreement. These updates/upgrades will be delivered at two month intervals as specified below. These updates will be provided under the software maintenance agreement that is provided with mōsbē licensed software, and is valid from the date of purchase through 2 years from the date of purchase, at no additional cost to HRPDC above the license costs defined below. This maintenance period may be extended beyond the initial two years, on an annual basis by HRPDC, through the purchase on an annual software maintenance agreement. The cost of the annual maintenance agreement for the software specified in this proposal would be \$134,100.

The list price for a perpetual license to the various mōsbē Desktop Development Platform software products is as follows:

mosbe Developer	\$75,000.00
mosbe Professional Viewer	\$ 2,500.00
mosbe Viewer	\$ 200.00

These prices have been used to drive the pricing detailed below.

January 4, 2008

For this agreement, BreakAway will provide the following number of licenses. While the licenses are assigned to the jurisdictions defined in the table, BreakAway is open to a reallocation of the licenses to other jurisdictions prior to installation of the software, provided the overall number of licenses for each license level remains the same.

Suggested License Distribution	mōsbē Developer	mōsbē Professional Viewer	mōsbē Viewer
Chesapeake	0	23	0
Franklin	0	10	0
Hampton	0	12	0
Newport News	0	23	0
Norfolk	0	23	0
Poquoson	0	10	0
Portsmouth	0	13	0
Suffolk	0	12	0
Virginia Beach	0	35	0
Williamsburg	0	10	0
Isle of Wight County	0	10	0
James City County	0	12	0
Southampton County	0	10	0
York County	0	13	0
Gloucester County	0	12	0
Surry County	0	10	0
HRPDC	1	0	3
Total	1	238	3

With the above license distribution, all jurisdictions within the Hampton Roads Planning District will have capability to utilize the mōsbē Incident Command software. Each jurisdiction will work in partnership with HRPDC for 3D world generation.

Payments for the licenses detailed above will be made in two (2) month intervals as defined below. All invoices will be issued on net 30 day terms. On or about the first installment payment date, and prior to the payment of the first installment, BreakAway and HRPDC will jointly demonstrate to no more than five (5) First Responders identified in advance by the Regional Emergency Management Technical Advisory Committee (REMTAC), the then available capabilities of the mōsbē™ Incident Command simulation. This functional demonstration, of both the Incident Command software and a scenario defining an emergency management situation, will be conducted to validate the use of the mōsbē Incident Command simulation as a tool for first responders in the selected jurisdictions. HRPDC and BreakAway will jointly plan and execute this demonstration with the sole purpose of demonstrating the functionality available at the time of the demonstration, allowing the first responders to provide direct feedback to HRPDC and BreakAway regarding the use of the product. Should this demonstration result in both BreakAway and HRPDC agreeing, immediately following the demonstration, that the first responders who participated in the demonstration unanimously decided that mōsbē is NOT an appropriate platform for analysis, experimentation, training and operational exercise support for their organizations, BreakAway will accept the full return of all mōsbē Desktop Development Platform software installed under this agreement, and return to HRPDC the full amount of the initial installment payment.

January 4, 2008

The payment for the mōsbē licenses defined above will be made from HRPDC to BreakAway as follows:

Total License Price			Remaining Amount
Initial Installment Payment	1/16/2008	\$206,400.00	\$464,100.00
First Installment Payment	3/21/2008	\$132,350.00	\$331,750.00
Second Installment Payment	5/16/2008	\$132,350.00	\$199,400.00
Third Installment Payment	7/15/2008	\$132,350.00	\$ 67,150.00
Final Installment Payment	9/19/2008	\$ 67,150.00	\$ -

HRPDC will complete the Initial Installment Payment as specified above. BreakAway recognizes that the First, Second, Third and Final Installment Payments are subject to HRPDC ability to secure the funding necessary for each Installment Payment. HRPDC will utilize every means available to it in a good faith effort to secure the First, Second, Third and Final Installment Payments. If HRPDC is unable to secure such funding, BreakAway will accept the full return of all mōsbē Desktop Development Platform software installed under this agreement as liquidated damages for terminating this agreement.

BreakAway is confident that the mōsbē Desktop Development Platform Incident Command simulation software will provide long term benefits to the participating jurisdictions in the Hampton Roads area that far exceeds the purchase price of the licenses described above. BreakAway is prepared to begin development of additional functionality in the mōsbē platform on January 16, 2008, provided that HRPDC accepts this proposal, indicating that acceptance below.

In addition to the effort described in this proposal, BreakAway agrees to work with the United States Joint Forces Command (JFCOM) to accomplish the following tasks on behalf of HRPDC:

1. Support all aspects of the Relationship Development document signed between HRPDC and JFCOM;
2. Develop the base scenario for the participating jurisdictions to support an exercise conducted in collaboration with JFCOM;
3. Support the connection of the HRPDC purchased mōsbē software through the existing microwave network (OC3) to the JFCOM persistent environment in support of large scale exercises;
4. Support the development of the Nobel Resolve exercise scenario to facilitate the participation of the appropriate mōsbē enabled EOCs within Hampton Roads.

We look forward to a long and mutually beneficial relationship with the HRPDC as we implement an Incident Command capability in the Hampton Roads area that is a model for the rest of Hampton Roads, the Commonwealth of Virginia and the Nation.

Thank You,

Paul H. Mauritz
Executive Vice President
BreakAway, Ltd.

January 4, 2008

Acceptance:

This proposal in itself constitutes the agreement between Breakaway Ltd. and HRPDC. By signing this proposal, HRPDC agrees to pay for Breakaway's product as described in this proposal.

Breakaway, Ltd.

HRPDC

Authorized Signature

Authorized Signature

Name

Name

Title

Title

Date

Date

Attachment 1

mōsbē™ Upgrades

BreakAway agrees to develop and license to HRPDC the following additional functionalities to mōsbē™:

- a. Civilian Population (Pedestrian) Painter
 - i. Area placement in scenario editor(similar to vegetation tool in BFME/C&C)
 - ii. Civilian default AI for wander. Add scatter after Noble Resolve
- b. Advanced Flooding after Noble Resolve
 - i. Variable water levels
 - ii. In game flood height control. Change requires load time for AI changes.
 - iii. Scenario Editor support for flood level change events.
- c. Integrate expanded sensor capabilities to allow for new sensor technologies
- d. Automated world building
- e. Improved path finding capabilities for vehicles
- f. New road layer to support automated world building
- g. Multiplayer
 - i. New multiple definable Side system to allow for criminal elements, gangs, etc.
 - ii. Flexible multiplayer system
 - iii. Relationships between entities determined by updatable Hostility Matrix
 - iv. Enhanced and flexible Incident Command System
 - v. Artificial player limitation removed
- h. Object interaction system upgrade
 - i. Damage/wound states for degrading capabilities of people and vehicles
 - ii. Directional attack and armor capabilities
 - iii. Resupply – enables the scenario developer to set capacities on fire trucks, for example
 - iv. Non-projectile Damage Types including Fire and Chemical clouds (gas)
- i. Morale
 - i. Arrest/roadblock support
 - ii. Criminal activity and submission
 - iii. Insurgent/criminal flight or fight
 - iv. Civilian AI enhancements after Noble Resolve
- j. Firefighting
 - i. Additional hazards (fire, etc.) and tools to combat those hazards (water, etc.)
 - ii. Water supply logic – abstract level (water available or not)
 - iii. Particle effects for large fires, water streams etc
 - iv. Fire spread logic, based on wind direction, flammability etc.
- k. Gas Plumes/Hazmat
 - i. HAZMAT & cleanup capabilities after Noble Resolve
 - ii. Plumes of NBC with spread logic based on wind direction
 - iii. Particle effects
 - iv. Chemical warfare weapon support
 - v. MOPP gear and effectiveness
- l. Coast Guard after Noble Resolve
 - i. Several new ship models including small boats
 - ii. Pathfinding for ships
 - iii. Combat & Rescue operations
- m. Building Data after Noble Resolve
 - i. Building tool tips
 - ii. Type of building: Use & Construction
- n. Improved User Interface
- o. Police

- i. AI upgrades to support the new object interaction model
 - ii. New Rules of Engagement & AI Modes
 - iii. Non-lethal combat support
- p. Emergency Medical
 - i. Care requirements for injured
 - ii. Triage logic by ambulance for pickup
 - iii. Basic hospital support AI and logic: capacity, capability
- q. Traffic AI
 - i. ASTAR road movement system
 - ii. Pause/stop at roadblocks
 - iii. Sea Lane movement support after Noble Resolve
 - iv. Railroad system after Noble Resolve
 - v. Directional roads after Noble Resolve
 - vi. Definable settings for road sections after Noble Resolve
 - vii. Congestion after Noble Resolve
- r. Infrastructure
 - i. Water (firefighting) Abstract system.
 - ii. Power Abstract system
 - iii. Water (drinking) Nodal after Noble Resolve
 - iv. Power Nodal after Noble Resolve
 - v. Sewage (more a HAZMAT issue than a infrastructure one) after Noble Resolve
 - vi. Telephone (mimics power) after Noble Resolve
 - vii. Cellphone: Nodal after Noble Resolve
 - viii. Internet (mimics power) after Noble Resolve
- s. Weather
 - i. Wind after Noble Resolve
 - ii. Wind Abstract system
 - iii. Rain after Noble Resolve
 - iv. Hurricane Post event only after Noble Resolve
 - v. Tomado after Noble Resolve

AGENDA NOTE - HRPDC QUARTERLY COMMISSION MEETING

ITEM #10: PROJECT STATUS REPORT

A. Joint Environmental Committees

The Regional Stormwater Management Committee (RSMC) and Hampton Roads Chesapeake Bay Committee (HRCBC) met on December 13, 2007, and January 3, 2008.

At its December meeting, the Committee received briefings on the following issues:

- DCR, CBLA – CBPA Phase III Program
- HRPDC staff – Smithfield Stormwater Management Program report
- HRPDC staff – TMDL Water Quality Planning Program and Workshops
- HRPDC staff – Green Infrastructure studies and pending workshop on compatible land use with the military
- HRPDC staff – Hampton Roads Watershed Roundtable

At the January meeting, the Committee received briefings on the status of several regulatory matters, including the MS4 Permits and the CBPA Phase III Program, as well as HRPDC projects. The meeting served as the annual Committee retreat to evaluate program activities over the past year, discuss pending issues that should be considered by the Committee, priorities for FY 2008-2009 and the Regional Stormwater Program budget.

The HRPDC staff is continuing to work with the Regional Stormwater Management Committee on a number of activities including:

- The Department of Conservation and Recreation staff is expected to submit the draft MS4 Stormwater Permits for the region's six Phase I localities to EPA in the near future. These localities include the Cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth and Virginia Beach. The Board of Soil and Water Conservation approved these Permits for submittal to EPA in November.
- It is expected that the Technical Advisory Committee, established by DCR to assist it in developing new Stormwater Management Program Regulations that will govern development activities and the Construction General Permit, will reconvene in February 2008. The Technical Advisory Committee last met in August 2007. The region has been represented on this Committee by Messrs. Bill Johnston, Virginia Beach, and Ved Malhotra, Newport News. It is expected that the TAC will be expanded when it reconvenes. It is now expected that the formal public review of a proposed regulation will not occur until late Spring 2008.

- On December 7, 2007, the region's six Phase II localities submitted their applications for renewal of their Phase II MS4 Permits. These permits apply to the cities of Poquoson, Suffolk and Williamsburg and the counties of Isle of Wight, James City and York. Using a template and common provisions developed by the HRPDC staff, in cooperation with the affected localities, the six localities submitted regionally consistent permit applications by the deadline. Once DCR finalizes the Phase II Permit Regulations, additional modifications may be required.
- DCR is also finalizing revisions to the regulations governing the Phase II MS4 Permits. The Technical Advisory Committee, established by DCR to assist in this effort, met three times. The region was represented on this Committee by Mr. Gary Woodson, Suffolk, and Ms. Julia Hillegass, HRPDC. At the conclusion of a sixty-day public review process, Public Hearings were held in Roanoke and Richmond on December 4 and 6, 2007. The HRPDC staff, on behalf of the Phase II Committee, submitted technical comments on the draft Regulations to DCR on December 14, 2007.

The Implementation Subcommittee of the Hampton Roads Chesapeake Bay Committee did not meet separately during December and January but participated in the Joint Committee discussion of the Chesapeake Bay Preservation Act Phase III Program. That program requires localities governed by the CBPA to evaluate their codes, ordinances and standards to determine their compatibility with improved water quality. Revisions to local ordinances and regulations can be expected as a result of this process.

B. Directors of Utilities Committee

The Directors of Utilities Committee is scheduled to meet on January 9, 2008. The Capacity Team Subcommittee continues to meet weekly. The Legal Team, supporting the Sanitary Sewer Overflow (SSO) Consent Order process, continues to meet as necessary, generally through conference calls. A meeting of the expanded Legal Team, which now includes staff from all local government attorneys' offices as well as the group of outside counsel, will meet later in January.

The January meeting will serve as the annual Committee retreat to evaluate program activities over the past year, discuss pending issues that should be considered by the Committee, priorities for FY 2008-2009 and the Regional Water and Wastewater Program budgets.

All participants in the Regional SSO Consent Order continue to meet all deadlines under the Order as well as the EPA 308 Requests for Information. In addition, the localities continue to support HRSD in its efforts to comply with the EPA Administrative Order, which was issued by EPA in August 2007. Other ongoing activities include:

- The Capacity Team continues to meet weekly to address a variety of issues and activities that are required to meet the terms of the Consent Order. One

meeting per month is designated as the HRSD – Locality Coordination Meeting, required under the terms of the EPA Administrative Order. Issues being addressed through this forum include specific elements of the Order, such as flow monitoring and modeling, development of flow projections and related technical issues.

- The Reporting Subcommittee met on December 18, 2007, to review efforts to enhance the Sanitary Sewer Overflow Reporting System, the web-based means of providing required reports to DEQ when an overflow occurs.

It is anticipated that the Water Supply Plan Subcommittee will meet in the near future to review draft materials on the existing water supply systems in Hampton Roads and regional environmental characteristics related to the region's water resources. Work continues on development of GIS maps of the region's water systems and sources and natural resources and on the compilation of local drought response plans.

Work on the grit and grease-drying facilities for the Peninsula and the Southside is continuing. The Peninsula Subcommittee has finalized a contract governing design, construction and operation of a facility as well as the formula for allocating costs among the participating localities. Contract approval by the participating localities is expected to occur during the next month. Work on the design of the Southside facility is continuing through an HRSD contract.

C. Hampton Roads Watershed Roundtable

The Hampton Roads Watershed Roundtable is scheduled to meet on January 18, 2008. The focus of this group is on increased awareness of environmental issues facing Hampton Roads, exchange of information among state, local and private sector groups, and provision of public input to the HRPDC on environmental issues. Topics to be addressed include an introduction to the Roundtable and its purposes and continuing discussions of regional water quality and "green development" issues.

D. Elizabeth River Studies

The Steering Committee for the Corps of Engineers Elizabeth River Restoration Program met on December 14, 2007, and is scheduled to meet on January 10, 2008. Participants include the Cities of Chesapeake, Norfolk, Portsmouth and Virginia Beach, the HRPDC staff, the COE and other federal agencies, several state agencies and the Elizabeth River Project. The Steering Committee, which is chaired by and operates under the auspices of the HRPDC, was initially established by the HRPDC at the request of the four cities, the COE and the state, to provide oversight to the COE restoration efforts. At its meeting on December 14, the Steering Committee considered two new initiatives that will expand its

mission and will require participation by additional representatives of the various agencies. They include serving as:

1. The primary forum for addressing a number of regulatory and policy issues for possible inclusion in the next edition of the Elizabeth River Project's Watershed Action Plan. Work groups at the recent Elizabeth River Summit recommended this initiative.
2. The technical committee for developing the TMDL (Total Maximum Daily Load) Implementation Plan for several pending Elizabeth River TMDLs. This was previously discussed by the HRPDC Joint Environmental Committee and the Steering Committee. Also, the HRPDC staff has recommended this during discussion with DEQ on how best to proceed with development of the Implementation Plan.

The Committee did not reach consensus on these issues in December and will continue the discussions in January following completion of additional discussion papers by HRPDC staff and Committee members.

AGENDA NOTE - HRPDC QUARTERLY COMMISSION MEETING

ITEM 11: FOR YOUR INFORMATION

A. Regional Toll Feasibility Study Addendum

The HRPDC Executive Director has executed an addendum to the existing Regional Toll Feasibility Study with Michael Baker Jr., Inc., to investigate the feasibility of using toll-based financing as a means to fully fund several transportation improvements to the I-264 corridor east of the I-64 interchange in the cities of Virginia Beach and Norfolk. The study will evaluate travel demand and revenue as well as future year traffic and levels of service. It is anticipated that the study will require five months to complete and cost approximately \$305,000.

B. February HRPDC Retreat

The regular Executive Committee Meeting for February 20th will be replaced with the Annual Executive Committee Retreat. It will be held in the Regional Boardroom. A briefing document for the Retreat will be mailed to participants early in February. This is an opportunity for local officials and HRPDC staff to discuss ongoing and new work program initiatives for the upcoming year and get a sense of the priorities the HRPDC leadership wants pursued. The results from the Retreat will be incorporated into the HRPDC 2009 Work Program that will be recommended for approval in March and ultimately the Budget in April.

C. HRPDC Review

A copy of the Winter 2008 HRPDC quarterly newsletter, Hampton Roads Review, is enclosed.

Enclosure – Separate – Commissioners only

D. Additional Items of Interest

Additional items of general interest are attached for your information.



COMMONWEALTH of VIRGINIA
Office of the Governor

Timothy M. Kaine
Governor

December 11, 2007

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

Dear Mr. Collins:

Thank you for your letter regarding the Hampton Roads Planning Commission's (HRPDC) positions on possible proposals in the upcoming General Assembly session. I appreciate your perspective on these issues.

Should any of this legislation come across my desk, I will keep your recommendations in mind.

Thank you again for your letter.

Sincerely,


Timothy M. Kaine

TMK:gmb

c: The Honorable L. Preston Bryant, Jr., Secretary of Natural Resources

RECEIVED

DEC 14 2007

HRPDC

dailypress.com/news/dp-news_modeling_0105jan05,0,4502421.story?coll=hr_tab01_layout

dailypress.com

Tech boom in Hampton Roads

High-tech computer modeling, simulation and visualization industries are helping to grow the region's economy.

By PETER FROST

247-4744

January 5, 2008

Over the past 10 years, dozens of businesses have popped up around Hampton Roads to cater to the military's growing appetite for high-tech simulation and modeling systems that assist planning and training.

Driven by national, state and local investments from public and private sources, this fast-growing technology sector — once focused solely on governmental operations — is branching out to other industries and helping drive Hampton Roads' tech boom.

Modeling, simulation and visualization enterprises provided almost 4,500 high-paying jobs and pumped about \$365 million into the local economy in 2007 — making the industry one of Virginia's fastest-growing tech fields, a new study by Old Dominion University found.

Workers in the industry now earn an average annual salary of nearly \$83,000, up 37 percent over 2004 and more than double the average Hampton Roads salary of \$38,428.

Jobs in the industry — which involves using high-powered computers to develop virtual planning, analysis and training tools that simulate real-life situations — grew about 25 percent during the same period. They are expected to rise an average of 14.5 percent a year through 2012.

And that's just the start, many industry experts and local economic development officials said.

"We're just seeing the beginning of what this might mean, in terms of its impact on the economy here," said Robert Sharak, a vice president of the Hampton Roads Partnership, an organization focused on growing the region's economy. "There are a number of applications for this type of technology that are just starting to come to light."

The local boom began more than a decade ago. It was fueled by interest from the Norfolk-based U.S. Joint Forces Command for computer-aided simulations for training and intelligence activities.



For example, simulators help create synthetic environments reproducing conditions soldiers face in the field. They thus can practice decision-making as they operate or fight in complex battle situations.

"You just can't build a complex enough world physically to put soldiers through some of the conditions they'll face in combat," said Greg Knapp, executive director of the Joint Warfighting Center for Joint Forces Command.

After realizing the potential to grow businesses around the emerging technology, ODU started its Suffolk-based Virginia Modeling, Analysis and Simulation Center. That's a research and development center that supports government and military entities, acts as an incubator for small startup companies, and educates graduate and doctoral students.

In many ways, the explosion of the regional industry has paralleled the growth in Joint Forces Command and ODU's modeling center.

About 43 percent of organizations responding to surveys for the 2007 study indicated that they began their Hampton Roads operations after the modeling center opened.

Companies of all sizes are getting into the game, from small startups with two employees to giant defense contractors like SAIC, Northrop Grumman, Raytheon and Lockheed Martin.

"We cannot even produce enough students to supply the companies that are already here, and we know there are many more companies on the way," said Mohammad Karim, ODU's vice president for research. "That tells you how much this industry is just now starting to blossom."

The center's director, Mike McGinnis, said that between 70 and 80 governmental, industry and academic institutions partnered with the center in its quest to develop and advance modeling and simulation technologies.

The defense industry remains the primary driver of the growth, but other applications are showing promise. Simulators are being tested to train medical students and military doctors; teach students math, science and history; and develop transportation systems for emergency response.

McGinnis said, "I think as we grow research capabilities of this region, we can become the crown jewel of the East Coast in advancing these types of technologies."

In Business

- Jobless rate hits a two-year high *C11*

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AGENDA

HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

JANUARY 16, 2008

CONSENT AGENDA

1. Summary Minutes of December 19, 2007
2. FY 06-09 Transportation Improvement Program Amendments: VDOT (Final Approval)
3. FY 06-09 Transportation Improvement Program Amendment: Chesapeake
4. FY 06-09 Transportation Improvement Program Revision: RSTP Allocation Transfers - HRT
5. Hampton Roads 2030 long Range Transportation Plan (LRP)



6. Statewide Safety Initiative
7. For Your Information
8. Old/New Business

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #1: SUMMARY MINUTES

Minutes of the December 19, 2007, meeting are attached.

Attachment

RECOMMENDED ACTION:

Approval.

HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION
MEETING – DECEMBER 19, 2007

The Hampton Roads MPO Meeting was called to order at 11:00 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)	Louis R. Jones (VB)
James O. McReynolds, Treasurer (YK)	Jackson C. Tuttle II (WM)
Ella P. Ward (CH)	Michael Townes (HRT)
Jesse T. Wallace, Jr. (HA)	Dennis Heuer (VDOT)
Stan D. Clark (IW)	Mark Rickards (WAT)
Joe S. Frank (NN)	Arthur L. Collins (HRPDC)

OTHERS RECORDED ATTENDING:

Amar Dwarkanath, William E. Harrell (CH); W. Douglas Caskey (IW); Sanford B. Wanner (JC); Kenneth L. Chandler (PO); Thomas G. Shepperd, Jr. (YK); Robert M. Dyer, Barbara M. Henley, James K. Spore (VB); Earl Sorey – Chesapeake; Keith Cannady – Hampton; Beverly Walkup – Isle of Wight; Carla Tyler Brittle, Barbara Watson – James City County; Neil Morgan – Newport News; Bryan Pennington, Jeff Raliski – Norfolk; Brian Swets; George Brisbin – Portsmouth; Bob Matthias – Virginia Beach; Chuck Cayton – Private Citizen; Eric Stringfield, Sam Davis – VDOT; Ivan Rucker – FHWA; Peter Huber – Wilcox Savage; Frank Roberts – HRMFFA; Ray Taylor, Vince Thomas – FHR; Martha Gross – Virginia Tech; Dana Dickens – HRP; Joyce Heffington, Ted Henifin – HRSD; Ellis W. James – Sierra Club Observer; Kimball Payne – Daily Press; Germaine Fleet - Biggs & Fleet; Staff: John Carlock, Rick Case, Robert Case, James Clary, Nancy Collins, Dwight Farmer, Marla Frye, Greg Grootendorst, Frances Hughey, Jim Hummer, Rob Jacobs, Claire Jones; Tammy Karlgaard; Brett Kerns, Mike Kimbrel, Mike Long, Rachael Patchett, Andy Pickard, Joe Paulus, Kelli Peterson, Camelia Ravanbakht, John Sadler; Joe Turner, Eric Walberg and Laura Wheeling.

CONSENT AGENDA

The Consent Agenda contained the following items:

Summary Minutes of November 21, 2007

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

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

FY 06-09 Transportation Improvement Program Amendments: Suffolk (Final Approval)

FY 06-09 Transportation Improvement Program Amendments: Newport News (Final Approval)

FY 06-09 Transportation Improvement Program Amendments: VDOT

FY 06-09 Transportation Improvement Program Revision: CMAQ Allocation Request - TRAFFIX

FY 06-09 Transportation Improvement Program Revision: CMAQ Cost Overrun Request – Portsmouth

Mayor Frank asked if an update could be provided before approving the Item 7, "FY 06-09 Transportation Improvement Program Revision: CMAQ Allocation Request – TRAFFIX," appropriation since it is asking that all the money left in the CMAQ account be turned over to the TRAFFIX program for FY 09. Since TRAFFIX already has funding through 2008, Mayor Frank requested an update on the program before putting \$1.2 million into the program without knowing the benefit of it.

Mr. Collins reminded the members that Mr. Ron Hodges provided a presentation within the last few months regarding the program.

Mr. Townes agreed but did not believe there was any performance data in the presentation. He further agreed with Mayor Frank that it was a good idea to ask for the update. He added that the program has had success particularly in the vanpool area with over 90 vanpools operating in Hampton Roads through the TRAFFIX program and the region would not want to unleash that congestion onto the highways.

Mayor Frank reassured that he was not suggesting the program be done away with, but just felt an analysis report would be of value to take into account the cost benefit before spending \$1.2 million for 2009 when funding is already available through 2008.

After further discussion, it was agreed that a report would be provided for the January 2008 meeting and Mr. Ron Hodges of TRAFFIX would be available to answer questions.

Mayor Frank Moved to approve the Consent Agenda with the exception of Item 7 until a report was provided; seconded by Mr. Jones. The Motion Carried.

FEDERAL QUADRENNIAL REVIEW CERTIFICATION REPORT

Mr. Ivan Rucker, Metropolitan Transportation Planner with Federal Highway Administration (FHWA), was present to provide the preliminary findings of the federal team during the recent certification review.

Mr. Rucker stated that federal law requires the certification review for MPOs designated as transportation management areas, those areas with populations over 200,000. Virginia has three of them, the Hampton Roads area, Richmond area and Northern Virginia area. Every four years, with the submittal of the entire proposed Transportation Improvement Program (TIP), each MPO must self certify that its planning process is being conducted in accordance with the applicable requirements related to planning, air quality, Title VI of the Civil Rights Act and Disadvantaged Business Enterprises or DBE with the Americans with

Disabilities Act. The certification review is a look beyond the self certification. The certification review covers all agencies charged with cooperatively carrying out the transportation process on a daily basis: VDOT, VDRPT, MPO and the transit operators. He added that it is important that the agencies involved realize the certification review is being done in the spirit of cooperation with a goal of enhancing the quality of the transportation planning process. FHWA and Federal Transportation Authority (FTA) approach the certification review as partners in the process. Under the federal regulations, FHWA and FTA have three options based on the results of the certification review, either full certification, certification subject to corrective actions or non-certification. Based on the federal team's review, Hampton Roads' planning process was determined to meet requirements of the planning rule and the team certifies the planning process subject to corrective actions. He added that the federal team members are available and committed to provide any assistance necessary to resolve the corrective actions as quickly as possible.

The certification review provides an opportunity for federal agents to verify compliance with current transportation law and planning regulations as well as enhance the process and review the technical and administrative elements such as public involvement, Title VI, ITS, congestion management, intermodal freight, air quality, multimodal transportation planning, development of the long-range transportation plan, TIP, environmental issues, as well as administration of the MPO itself.

The federal team praised the Hampton Roads MPO for notable strengths: 1) strong technical capabilities; 2) the level of cooperation and coordination between the state (VDOT), MPO and transit operators to advance transportation programs, plans and projects; 3) the quality of the CMAQ program in terms of prioritization and regional focus; and 4) the PDC staff's consistency in analyzing different types of CMAQ projects.

Mr. Rucker recognized some of the MPO staff's outstanding studies such as the 2007 Regional Safety Study and the Regional Freight Study. He added that one of the federal team's recommendations will be for the MPO policy board committee to consider establishing a freight advisory committee.

The Congestion Management System is a requirement under federal law and MPO continues to excel in this area with the January 2007 State of the Transportation in Hampton Roads report being one of the best the team has ever seen. He again recognized the staff's hard work.

The Hampton Roads Transit's traffic program complements the MPO process and Mr. Rucker specifically requested a TRAFFIX representative to provide a presentation to the federal review team because of the quality initiatives that are part of the program that should be shared statewide as well as nationwide. FHWA and FTA have always been impressed with this program. An FTA representative asked Mr. Rucker to pass on their appreciation to HRT and WAT for their good work.

Mr. Rucker next reviewed some areas where the federal team felt the MPO could improve and were significant enough to warrant corrective actions. They were in the areas of financial planning, public involvement and nondiscrimination of Title VI.

One requirement for an MPO's TIP is that it includes a financial plan, documentation required to be included with the Metropolitan Transportation Plan and TIP that demonstrates the consistency between reasonably available and projected sources of federal, state, local and private revenues and the cost of implementing proposed transportation system improvements. The financial plan supports the MPO statement and transit determination of the fiscal constraint of the TIP. During the review of the Hampton roads TIP, the team could not locate a section containing the financial plan. As a corrective action, the team requests the MPO, in cooperation with VDOT and transit operators, to make a financial plan available for the TIP. The plan should be submitted to FHWA and FTA within the compliance deadline timeframe of one year from the completed certification report or before the MPO takes approval action on the next TIP.

Public involvement is a federally mandated core MPO activity that supports the overall metropolitan area transportation planning process and the development of all key MPO products. One requirement as it pertains to public participation and the regional transportation decision-making process is that the MPO must periodically assess the effectiveness of its public participation policies and procedures to ensure a full and open public participation process. In 2001, the federal team strongly recommended the MPO to devise a method of receiving public comment. It was also noticed that the MPO's technical advisory committee was not open to the public. Since 2001, the team noticed that not much changed with respect to the MPO and TTC meetings. The TTC meetings still appear to be closed to the public and there appears to be no public notices for technical advisory committee meetings, times or dates posted on the MPO website. It also appears that no technical advisory committee meeting minutes are posted or available to the public on the MPO website. Since the MPO meetings are open to the public, it still appears to have no time allocated for the members to receive public comment.

For clarification, the federal team will request the state's assistance to determine whether advisory committees of MPOs are considered public bodies. The federal team's opinion is the Hampton Roads MPO can do more to improve upon its required public participation process. As a corrective action, the federal team requests the MPO, state and transit operators cooperatively reevaluate the effectiveness, openness and fullness of the Hampton Roads MPO's transportation planning and programming process as it pertains to the spirit of federal public participation requirements and in consideration of the state's Freedom of Information Act. A report should be submitted to FHWA and FTA with a compliance deadline of six months following issuance of the certification report.

The federal team felt that overall the MPO's participation plan meets the federal requirements, but requested the MPO, state and transit operators work together to better describe in the participation plan the explicit procedures, strategies and desired outcomes for seeking out and considering the needs of low income and minority households in the transportation process. The report should be submitted to the federal team within six months following the issuance of the certification report.

As a sub-recipient of federal financial assistance, the Hampton Roads MPO and VDOT are responsible for jointly certifying the transportation planning process for the region is meeting Title VI of the Civil Rights Act, which states that no person in the U.S. shall be excluded from the participation in, be denied the benefits of, or be subjected to

discrimination under any program or activity receiving federal financial assistance on the grounds of race, color or national origin. The federal team did notice that the MPO is providing the assurance it will comply with Title VI, but did not see a plan or program in place to support that assurance. The federal team is requesting the state and MPO work together to develop a Title VI plan for the Hampton Roads MPO with a deadline of one year following the certification report issuance.

The federal team also listed a number of recommendations for improving the planning process. While some are less substantial and may not be regulatory, they are still significant enough that FHWA and FTA are hopeful the state and local officials will consider taking action. The recommendations and reasons will be detailed in the certification report. Those include the following:

- Ensuring the format of the UPWP meets regulations
- Ensuring the format for the annual listing of obligated projects meets regulations;
- Completing a new agreement between the state, MPO and transit operators to outline mutual responsibilities;
- Developing an educational document aimed to inform citizens about what the MPO is and does;
- Coordinating with VDOT's Hampton Roads District Office to verify financial projection data for future MPO area plans;
- Drawing a clear distinction between the PDC and the MPO;
- Establishing bylaws for the MPO if none exist;
- Increasing the attention, detail and discussion regarding transit in the next MPO Long Range Multimodal Plan;
- Assess MPO membership in light of emerging transportation related issues and the freight issues in the region; and
- Posting TTC and bike pedestrian meeting minutes on the Hampton Roads website.

The Hampton Roads MPO is certified subject to the corrective actions and must come into full compliance with the corrective actions identified in the report as well as the schedule. The MPO is to give serious consideration to full implementation of the recommendations for improvement and FHWA and FTA will consider the progress made by the MPO in implementing these improvements when taking action on future products.

Mr. Rucker thanked the membership and offered his contact information for anybody wishing to receive a report or to contact him. He opened the floor to questions.

Chairman Fraim assured Mr. Rucker the MPO will take the corrective items seriously and will begin working on them.

Mr. Collins assured Mr. Rucker the staff is committed to addressing all the issues the federal team had. He added that a transportation public participation document was submitted to the state and federal government regarding public involvement but has not

received a reply. He added it would be helpful to know what is lacking so the MPO can respond.

He stated that there are differences of opinion between the respective attorneys on the Title VI issue. A meeting is planned with VDOT in Richmond in January to try to resolve that issue. It is the opinion of the MPO that everything the law requires has been followed but if something needs done differently, it will be considered.

Mr. Collins stated that the MPO would like to hear specifics regarding the UPWP and how it should be addressed. He added that if the problem lies with the entire program being included in one document, it can be changed if necessary.

Mr. Rucker interjected that beyond the issue of one document, they also discussed the budget and how the funding should be separated. There is a combination of federal funds being identified as PDC funds and should be separated to show what is federal, as well as the PDC match and VDOT match. That format is required in the regulations.

Mr. Collins replied that there are certain administrative efficiencies associated with the budget of the PDC. If the suggestion is to go to the local governments and ask for a separate match for the MPO activities, this would seem administratively burdensome. He also gave an example of the use of PDC funds for an MPO activity such as the toll study. He added that coordination and efficiency would be lost if they are split up, but the MPO would certainly work with the federal team on that issue.

He stated that regarding the listing of obligated projects, since it is a VDOT responsibility, the MPO would be working with them on that issue. He added that in terms of the new agreements between the MPO and VDOT, those are being worked on and will be finished well within the time frame indicated.

Mr. Collins further commented on the federal team's recommended improvements:

- The citizen guide is underway as was previously indicated to the federal team;
- Coordination with VDOT on financial projection data, the MPO is dependent on VDOT for that information;
- The distinction between the PDC and MPO is something that may create inefficiencies and possibly damage the ability of the MPO to have the flexibility it currently enjoys by being associated with and having the PDC to back them up.

Mr. Rucker clarified that the team is saying when one looks at all the products developed by the MPO including the Draft Long Range Transportation Plan which is an MPO product and is approved by the MPO and PDC members, there is no sign of a Hampton Roads MPO included in the product. There is no Hampton Roads Transit, Williamsburg Area Transport or VDOT and they are products being paid for and funded by federal funds going to the MPO.

Mr. Collins replied that it has been agreed that the MPO will be listed in the products. He added that the PDC provides the match for the federal money so that must be acknowledged also.

- If bylaws are a requirement, that will be taken care of;

- The recommended improvements regarding the Long Range Plan will be documented in the 2030 Plan which will be taken care of forthwith; and
- Emerging transportation issues will be posted on the website; and
- The Port Authority is now on board from an action taken in November.

Mr. Collins thanked the federal team and staff and assured Mr. Rucker the MPO will be working to resolve the outstanding issues.

Chairman Fraim asked if there were any other comments. He thanked Mr. Rucker for providing his thoughts and recommended corrective actions. He added that the question of public comment is something the members of the MPO, PDC and Transportation Authority have been discussing to distinguish the responsibilities of each and make them more clear to members and the public.

Chairman Fraim added that some time will be scheduled at the next MPO meeting to discuss these issues as well as a meeting prior to that.

FOR YOUR INFORMATION

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

He referred to the information provided to answer a question from the previous meeting regarding whether cell phones are listed as a distraction on the police accident reports. It was found that cell phone usage is listed as well as seatbelt usage.

OLD/NEW BUSINESS

Chairman Fraim asked for any old or new business for the MPO. None was discussed.

ADJOURNMENT

With no further business to come before the Hampton Roads MPO, the meeting adjourned at 11:37 a.m.

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

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

This item was included in the December 2007 MPO agenda and was approved for public review and comment. The public comment period ran from December 22, 2007, through January 4, 2008. No comments were received.

The request from VDOT to amend the FY06-09 TIP to add three new projects was attached to the November MPO agenda.

The new projects to be added to the TIP are:

1. UPC# 86613, HSIP Proactive Safety Projects in Hampton
2. UPC# 86615, HSIP Proactive Safety Projects in Newport News
3. UPC# 82112, ITS – Citywide Signal System Upgrade in Virginia Beach

The Transportation Technical Committee has recommended approval.

RECOMMENDED ACTION:

Approval.

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #3: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT:
CHESAPEAKE**

Attached is a request from the City of Chesapeake to expand the scope for project UPC# 83246, Citywide Signal Retiming Project, from three corridors to five corridors. The original project included the Battlefield Boulevard, Portsmouth Boulevard, and Taylor Road corridors. The request is to add the Kempsville Road and Volvo Parkway/Crossways Boulevard corridors to the project scope. It should be noted that this request does not call for any additional funding for the project.

This amendment request will go out for public review during January in preparation for MPO approval in February. A copy of the revised TIP page reflecting the proposed revisions is attached.

The Transportation Technical Committee has recommended approval subject to receipt of no adverse public comments.

Attachment

RECOMMENDED ACTION:

Approval for public review and comment.

Department of Public Works
Post Office Box 15225
Chesapeake, Virginia 23328
(757) 382-6101
(757) 382-6310 FAX
(757) 382-8537 FAX

December 17, 2007

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

**RE: EXPANDED SCOPE FOR CITYWIDE SIGNAL SYSTEM RETIMING
PROJECT, UPC # 83246**

Dear Mr. Farmer:

We are requesting a TIP amendment for this project to expand the project scope from 3 corridors to 5 corridors. During project development, it was estimated that the available funding would only be sufficient for the 3 selected corridors contained in the project description. However, we have now determined through close coordination with the Consultant, that the project scope can be expanded to include 2 additional corridors: Kempsville Road and Volvo Parkway/Crossways Blvd. Please note that the requested action does not change the project budget, but simply expands the number of corridors to be included in the retiming project. It is requested that this item be placed on the agenda for the January Transportation Technical Committee. I will be available to answer any questions the Technical Committee may have.

Thank you in advance for your consideration.

Sincerely,



Earl Sorey, P.E.
City Transportation Engineer

c: Eric J. Martin, P.E., City Engineer
Gary Walton, P.E., Traffic Engineer

Urban

FY2006-2009 TIP

HAMPTON ROADS

ROUTE:	U000	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	77153	TRAFFIC SIGNAL INSTALLATION		Urban	Hampton Roads			
STREET NAME:					EST.	SCHEDULE		
JURISDICTION:	Chesapeake				PE	20	FY2007	
DESCRIPTION:	JOHNSTOWN ROAD AT WATERS ROAD				RW	15	N/A	
					CN	145	N/A	
					TO	180		
SCOPE OF WORK:	SAFETY/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
Safety Funds	162	0	0	0	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008		
Federal - STP/HES	PE	2	0	18	0	0		
	RW	0	0	0	0	0		
	CN	0	0	0	0	0		

ROUTE:	U000	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area			
UPC NO.:	83246	SIGNAL SYSTEM RETIMING - 5 CORRIDORS:		Urban	Hampton Roads			
		BATTLEFIELD BLVD, PORTSMOUTH BLVD,						
		TAYLOR RD, KEMPSVILLE RD, VOLVO PKWY/CROSSWAYS BLVD						
REPORT NOTE:	MPO Project - Complete estimate and schedule required.							
STREET NAME:					EST.	SCHEDULE		
JURISDICTION:	Chesapeake				PE	200	FY2008	
DESCRIPTION:	BATTLEFIELD BLVD, PORTSMOUTH BLVD, TAYLOR RD,				RW	0	N/A	
	KEMPSVILLE RD, VOLVO PKWY/CROSSWAYS BLVD				CN	0	N/A	
	CORRIDORS				TO	200		
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 T4164.						
	4/18/07	- At City's request, added FY06 allocation of \$200,000 Residual State Match Funds for CM; transferred FY08 allocation of \$33,532 CM and FY09 allocation of \$166,468 CM to CMAQ Balance Entry.						
	9/5/07	- Administrative Modification - Add FY08 PE Phase Obligation of \$200,000 AC.						
	1/16/08	- Revise Project Scope to add two corridors to the project - Kempsville Rd and Volvo Pkwy/Crossways Blvd. No change in project cost or funding.						
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	0	0	0	0	
State Match - Non-Formula (CM)	200	0	0	0	0	0	0	
Total	200	0	0	0	0	0	0	
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2006	FY2007	FY2008	FY2009	FY2010
Federal - AC	PE	2	0	0	0	200	0	0
	RW	0	0	0	0	0	0	0
	CN	0	0	0	0	0	0	0

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

**ITEM #4: FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM REVISION:
RSTP ALLOCATION TRANSFERS - HRT**

Attached is a request from Hampton Roads Transit to transfer the remaining RSTP funds originally allocated to one project to two other RSTP projects. The project from which funds are to be transferred was to construct a Light Maintenance Facility on Newport News-Williamsburg International Airport property. Due to problems with site acquisition, HRT and the City of Newport News have determined that the project cannot proceed. HRT has received approval from the Federal Transit Administration to have the funds remaining on that project reallocated to other approved RSTP projects.

The original allocation for the Light Maintenance Facility was \$3,000,000. Of that amount, \$2,903,933 remains unspent. HRT requests that the remaining funds be allocated to the following projects in the amounts identified:

1. Purchase 44 Replacement Buses (UPC# T135) - \$2,700,000
2. Advanced Communication System (Automated Vehicle Location) for Bus Fleet - \$203,933

This amendment request will go out for public review during January in preparation for MPO approval in February.

The Transportation Technical Committee has recommended approval subject to receipt of no adverse public comments.

Attachment

RECOMMENDED ACTION:

Approval for public review and comment.



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

December 19, 2007

Mr. Dwight Farmer
Deputy Executive Director, Transportation
HRPDC
The Regional Building
723 Woodlake Drive
Chesapeake, VA 23320

SUBJECT: FY 06-09 Transportation Improvement Program Amendment
Reprogramming of RSTP Funds

Dear Mr. Farmer:

This is to request approval for reprogramming of remaining FY 1996 and FY 1997 RSTP funds, originally programmed for the Newport News Light Maintenance Facility to other approved RSTP projects as follows:

- \$2.7M for the purchase of Replacement Buses (UPC No. T135)
- \$203,933 for the Advanced Communications System for our bus fleet

After a number of years of working with the City of Newport News to locate a suitable site for a Northern Newport News Light Maintenance Facility, a site has not been identified. In a recent Triennial Review by the Federal Transit Administration (FTA), these funds were highlighted as needing to be drawn down or obligated by September 30, 2007 for the Facility project or risk deobligation. Upon agreement with the City of Newport News that the project would not proceed, FTA approved HRT's request to have the funds reprogrammed to other approved RSTP projects.

It is respectfully requested that the Technical Committee approve the reprogramming of these funds as described. Thank you for your consideration.

Sincerely,


Jayne B. Whitney
Vice President for Development

Cc: Vince Jackson
Keisha Branch
Document Control: EX381

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #5: HAMPTON ROADS 2030 LONG RANGE TRANSPORTATION PLAN (LRP)

On October 17, 2007, the MPO approved the 2030 LRP “subject to receipt of no adverse public comments.” Staff received one set of comments from Mr. Ray Taylor, which is attached, on the LRP during the public review period and several comments from FHWA and FTA during and following the quadrennial certification review pertinent to the 2030 LRP. The MPO-approved LRP has been revised to reflect these comments.

Several of Mr. Taylor’s comments concern terminology. For example, he recommended usage of the title “Constrained Long Range Plan” (CLRP). Staff searched eight MPO websites around Virginia and the U.S. Finding only one MPO which favors usage of CLRP, the name currently used by the MPO (“Long Range Transportation Plan”) has been retained. Mr. Taylor noted that the recent transportation bill from the General Assembly, HB3202, does not “require” construction of the subject projects, and wording in the LRP has been revised accordingly.

Following comments from FHWA and FTA, the list of MPO members was added to the front of the LRP, HRT’s 20-year plan has been added to the LRP appendices, and LRP funding has been revised. The LRP contains the same projects as it did when approved by the MPO in October.

Attachment - Comments

Enclosure (2030 LRP) - Separate - Commissioners and MPO Members only

RECOMMENDED ACTION:

None required.

Memorandum.

This memo is in response to the Hampton Roads Metropolitan Planning Organization (MPO) request for public review and comment on the *Hampton Roads 2030 Long-Range Transportation Plan -Draft Final Report*.

Three comments are provided below:

1. Clarity of terms (terminology)

- a. The terms "... MPO proposed package of six toll roads" (page 27), the "... MPO Toll Package projects" (page 80), the MPO-approved Plan (page 81), the "MPO-approved project list to include ..." (page 81), or the "2030 Long Range Transportation Plan approved by the MPO" (page 92) are used in the *Hampton Roads 2030 Long-Range Transportation Plan Draft Final Report* of October 4, 2007, and the usage of these terms is not clear—they seem to be inter-mixed. MPO Board meetings or associated news stories over the four year development of this document have likewise used terms interchangeably—the MPO Plan could be the MPO list of projects, or the MPO package of projects. This does not help efforts to coordinate with state or federal transportation officials, or with the media, or the public.
- b. Something is missing or something needs to be clarified. Other MPOs (including in Virginia) consciously differentiate between the "constrained" and the "unconstrained" MPO-approved Plans, and most MPOs (including in Virginia) use the term CLRP (Constrained Long-Range Plan) to single out the one, final, fed-vetted, fiscally constrained, programmatic plan required under federal law. These terms are not used in the document being reviewed or in discussions or interim reports, or Minutes that led up to this document. As it stands, the tables that list the road projects do portray the essence of a CLRP, but are not labeled as such. With its looser language, the text sometimes implies (even concludes) that more projects are included in the Plan (the CLRP) than is the case.
- c. This issue goes beyond the document being reviewed. It needs to be addressed, however, in this document. It also needs supporting and durable policy decisions that decide to adopt an unmistakable clarity of terminology that is forthright, clear, and less prone to speculation—terminology that is used in a standard way, and terminology that is consistent with federal law. One recommendation might be defining the terms "constrained" and "unconstrained" plans and the acronym CLRP, and then using such terminology as done by MPOs elsewhere. From literature and from conference panel discussions, it turns out that such rigor helps an MPO staff liaison with its own Board members and with its important constituency development efforts.

2. References to the new Transportation Bill (HB-3202)

- a. This Bill provides enormous hope (finally) for advancing transportation capacities in Hampton Roads. The Bill provided substantial new statewide and regional revenue sources dedicated to transportation. The Bill created a regional transportation authority for Hampton Roads with authorities to enter (in the future) into project or program management roles. The document being reviewed, however, uses terms that imply more than that just described. For example, in the document “HB-3202 requires we build six projects” (page 34; note that some of these are not in the current CLRP), or the “General Assembly legislated the construction of...” (page 70), or the Bill “legislated the construction of...” (page 81). Such language should not be used in this federally required CLRP document. It is also not really accurate. There is an established nationwide process described in federal legislation that stipulates the proper (and required) procedure for developing and approving Regional Transportation Plans, such as the 2030 Regional Transportation Plan. For a project that involves a state or federal road or that involves their funding in part, no funds can be expensed unless the project is in a fed-vetted MPO-approved Plan (the CLRP), and no shovel can start the project unless it is in a fed-vetted MPO-approved Plan (the CLRP). Legislators or statutes cannot do this, nor should we suggest that is the case.

3. Attributions.

- a. Page 1 of the document quotes fed law, “the MPO ... in cooperation with State and public transportation operators, shall develop long-range transportation plans... “. In the Acknowledgements section of the document, page (i) the document’s text says that the HRPDC prepared the document, that its contents reflect the views of the MPO, that the HRPDC was responsible for the accuracy of the contents, and that the contents do not necessarily reflect the views of the HRPDC. It is difficult to grasp what this means. From the page 1 quote, cited above, the Acknowledgments section should be (proudly) clear—the MPO staff prepared this report, and the MPO Board approved this report in accordance with fed law, and it should list the MPO Board members who voted for and approved this document.

There is also much impressive and superb technical work evident throughout this report, and this deserves as much attention (and credit) as the comments (that need to be addressed) discussed above.

Submitted, November 10, 2007

Ray Taylor

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AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #6: STATEWIDE SAFETY INITIATIVE

More than 900 people are killed on Virginia's highways each year, an average of nearly 19 per week or three per day. The Virginia Department of Transportation (VDOT), the Virginia State Police (VSP) and the Virginia Department of Motor Vehicles (DMV) are joining forces to improve traffic safety in the Commonwealth through a partnership to put the brakes on highway fatalities. They are also reaching out to partners from the nonprofit and private sectors to join in the challenge to cut by 100 the number of deaths on Virginia highways by 2010.

Mr. Mike Sawyer with VDOT will make a presentation on the statewide safety initiative.

RECOMMENDED ACTION:

None required.

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #7: FOR YOUR INFORMATION

The Minutes of the January 2, 2008, Transportation Technical Committee meeting are attached.

Attachment

SUMMARY MINUTES

HAMPTON ROADS TRANSPORTATION TECHNICAL COMMITTEE

Meeting of January 2, 2008

Chairman Jeff Raliski called the Hampton Roads Transportation Technical Committee meeting to order at 9:32 A.M. in the HRPDC Board Room with the following in attendance:

MEMBERS:

Lynn Allsbrook (H)	Tim Cross (YC)
Keith Cannady (H)	Earl Sorey (CH)
Eric Stringfield (VDOT)	Mark Shea (CH)
Tom Slaughter (NN)	Rob Brown (NO)
Richard Hartman (POR)	Travis Campbell (VB)
Tony Gibson (VDOT)	Robert Gey (VB)
Marvin Sowers (JCC)	Al Riutort (NN)
Richard Drumwright (WAT)	Ray Hunt (VDOT)
Jayne Whitney (HRT)	Michael King (NN)
Reed Nester (W)	Kristin Mazur (IW)
Bob Matthias (VB)	Jeff Raliski (NO)
George Brisbin (POR)	Scott Mills (SU)
Brian Swets (POR)	Amanda Christon (NO)
Guzin Akan (NO)	Eric Martin (CH)
Jay Scudder (GC)	

OTHERS:

Chris Voigt (VDOT)	Todd Halacy (VDOT)
Irene Shuman (VDOT)	Mitzi Crystal (VDOT)
Mike Corwin (VDOT)	Bruce Duvall (VDOT)
Steve Rowan (VDOT)	Rick Clawson (VDRPT)
Glenn Hott (VDOT)	Chad Tucker (VDOT)

STAFF:

Rick Case	Camelia Ravanbakht
Mike Kimbrel	Art Collins
Dale Stith	Rob Case
Joe Paulus	Laura Surface
Sam Belfield	Andy Pickard
Dwight Farmer	

Mr. Raliski called for any introductions and Mr. Corwin introduced Mr. Glenn Hott, Eastern Region Manager for Safety Projects.

1. SUMMARY MINUTES OF NOVEMBER 7, 2007

Mr. Raliski noted the minutes of November 7, 2007 and asked for any corrections. There being none, the minutes were declared to be approved as submitted.

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

Mr. Sorey presented a request to expand the scope for project UPC #83246, Citywide Signal Retiming Project, from three corridors to five corridors with no additional funding. He noted the three original corridors and moved that the project scope be amended to add the Kempsville Road and Volvo Parkway/Crossways Boulevard corridors to the project scope of project UPC #83246. Mr. Allsbrook seconded the motion and it was approved.

3. FY 06-09 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS: RSTP ALLOCATION TRANSFERS: HRT

Ms. Whitney presented a request to transfer \$2,903,933 in RSTP funds remaining from \$3,000,000 originally allocated to construct a satellite maintenance facility at Newport News Williamsburg International Airport to two other previously approved RSTP funded projects. She explained that HRT and Newport News have determined that due to site acquisition problems, the original project will be unable to proceed. Ms. Whitney further explained that FTA has approved having the remaining funds reallocated to other approved RSTP projects. Ms. Whitney then moved that \$2,700,000 be allocated to project UPC# T135, Purchase 44 Replacement Buses, and \$203,933 be allocated to the Advanced Communication System (Automated Vehicle Location) for Bus Fleet. Mr. Riutort seconded the motion and it was approved.

4. FY-09 UNIFIED PLANNING WORK PROGRAM

Mr. Farmer asked if any localities have requests for special studies to be considered for inclusion in the FY 2009 UPWP. He noted that Newport News has submitted a request for an analysis of the I-64/Route 105 interchange and requested that any other requests should be submitted within the next two weeks. No action was taken.

5. HAMPTON ROADS 2030 LONG RANGE TRANSPORTATION PLAN (LRP)

Mr. Robert Case stated that on October 17, 2007, the MPO approved the 2030 Long Range Transportation Plan, subject to receipt of no adverse public comments. He noted that one set of comments was received during the public review period and several comments pertinent to the LRP were provided by FHWA and FTA during and following the quadrennial certification review. Mr. Case stated that these comments have been addressed and a revised 2030 LRP document has been handed out. He then reviewed the comments and explained how the document was revised in response to those comments. Mr. Case noted particularly the comment regarding District versus MPO area funding and explained that the document was adjusted slightly to reflect funding for the MPO area versus

funding for the District. Following Mr. Case's presentation, no action was taken.

6. STATUS REPORT OF EXISTING CMAQ PROJECTS

Mr. Todd Halacy made a presentation of the status of all CMAQ projects using the CMAQ tracking table developed by HRPDC staff as a basis. He noted several data items that VDOT added to the table to provide additional information on the status of each project. Mr. Halacy asked that each locality review this information and advise him if there are discrepancies with local project information. Following a brief discussion, no action was taken.

7. STARS PROGRAM OVERVIEW

Mr. Chad Tucker made a presentation on the new Strategically Targeted Affordable Roadway Solutions (STARS) program, stating that it is a statewide effort to identify, develop and implement low-cost capacity and safety improvements. He added that the STARS program is a new initiative and partnership between transportation planners, traffic/safety engineers, and operations staff. Mr. Tucker then described the study team that will oversee this effort and gave an overview of the overall STARS program. Following a brief discussion, no action was taken.

8. STATEWIDE SAFETY INITIATIVE

Mr. Mike Corwin gave a presentation on the VDOT Safety Action Plan, noting that there are four elements to the Commissioner's Safety Action Plan: Awareness, Program Investment, Accountability, and Legislative Proposals. He then made a presentation on the plan details regarding the first three elements. Following Mr. Corwin's remarks, no action was taken.

9. REQUEST FOR GUIDANCE: GLOUCESTER COUNTY

Mr. Jay Scudder stated that he would like to seek guidance from the TTC on two items. He noted that Gloucester is updating its comprehensive plan and with its limited budget is seeking advice on how to update the transportation element of the plan. Mr. Scudder asked if any localities that have experience in developing transportation elements for their comp plans would be willing to share their experience. He also stated that he has questions regarding the VDOT Draft Secondary Street Acceptance Regulations and their connectivity with the County's subdivision ordinances. Mr. Scudder expressed his desire for some interaction between VDOT and the HRPDC, along with the rural localities on these issues. With regard to Mr. Scudder's first issue, Mr. Riutort suggested that the County look into hiring a consultant to assist with Comp Plan development. Mr. Stringfield responded to the second issue by stating that he has a land development manager that can assist with assessing the connectivity of secondary streets with the regulations and he will provide

Mr. Scudder with that contact information, Mr. Sowers also offered his reflections on how the regulations impact the rural jurisdictions. No action was taken.

10. FOR YOUR INFORMATION

A. Mr. Raliski noted the recognition accorded to Mr. Ron Hodges, TRAFFIX Director. Mr. Farmer added that the TRAFFIX related funding request that was before the MPO in December was postponed by the MPO until additional information could be provided. Mr. Hodges is scheduled to provide that information to the TTC and MPO in March. No action was taken.

11. OLD/NEW BUSINESS

A. Mr. Riutort asked if VDOT has established a training schedule for implementing the Chapter 527 program. Mr. Stringfield responded that the program will start July 1, 2008, and there will be training provided. A general discussion ensued, after which no action was taken.

B. Mr Stringfield stated that he would like to make a report at the next TTC meeting on a project that has been underway to unify the SYIP, TIP and STIP. He added that this effort will ultimately require endorsement by the TTC and the MPO. No action was taken.

C. Mr. Riutort asked for a status report on the recent HRTA activity, i.e. the reduction of the tax sources from seven to three. Mr. Farmer responded that legislation has been submitted to revise the funding sources, but it does not have a sponsor at this time. Following a brief discussion, no action was taken.

There being no further business, the meeting adjourned at 11:12a.m.

AGENDA NOTE - HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

ITEM #8: OLD/NEW BUSINESS

AGENDA NOTE - HRPDC QUARTERLY COMMISSION MEETING

ITEM #12: RATIFY MPO ACTIONS

In accordance with usual procedures, the Commission should ratify the actions of the Transportation Technical Committee/Metropolitan Planning Organization in order to assure proper authorization for fiscal and personnel activities serving the Hampton Roads MPO.

RECOMMENDED ACTION:

Ratify all actions of the Transportation Technical Committee/Metropolitan Planning Organization.

AGENDA NOTE - HRPDC QUARTERLY COMMISSION MEETING

ITEM #13: OLD/NEW BUSINESS