

Hampton Roads Transportation Planning Organization
Board Meeting – October 16, 2025
The Regional Board Room
723 Woodlake Drive, Chesapeake, Virginia
Agenda
Call to Order – 10:30 a.m.

- 1: Call to Order
- 2: Approval of Agenda **[Action Requested]**
- 3: Public Comments
 - A. Submitted Public Comments
 - B. Public Comment Period (*limit 3 minutes per individual*)
 - C. Transcribed Public Comments from Previous HRTPO Board Meeting
- 4: Executive Director's Report
- 5: Approval of Consent Agenda **[Action Requested]**
 - A. Minutes from the July 17, 2025 and July 31, 2025 HRTPO Board Meetings
 - B. HRTPO Financial Statement
 - C. FY 2026 Unified Planning Work Program (UPWP) Amendment
 - D. HRTPO Annual Roadway Performance Report – 2025 Edition: Final
 - E. 2024 CMAQ and RSTP Project Selection Process Report: Final
 - F. Preliminary Siting Analysis for Proposed Suffolk Train Station: Final
 - G. FY 2024-2027 Transportation Improvement Program (TIP) Amendment
Exempt from Conformity Amendment
- 6: Upcoming Long Bridge Construction Project and Proposed Service Changes – *Michael McLaughlin, Virginia Passenger Rail Authority (VPRA)*
- 7: Fiscal Year 2025 Audited Financial Statements – *Michael Garber, PBMAres* **[Action Requested]**
- 8: HRTPO Bylaws – Proposed Amendment – *Pavithra Parthasarathi, HRTPO*
- 9: Regional Legislative Agenda – *Bob Crum, HRTPO* **[Action Requested]**
- 10: Commonwealth Transportation Board Members Update
- 11: Virginia Department of Transportation Update
- 12: Virginia Department of Rail and Public Transportation Update
- 13: Virginia Passenger Rail Authority
- 14: Virginia Port Authority Update
- 15: Hampton Roads Transit and Williamsburg Area Transit Authority Updates
- 16: Freight Transportation Advisory Committee Update
- 17: Community Advisory Committee Update
- 18: Military Liaisons Update

- 19: Airport Representatives Update
- 20: HRTPO Board Three-Month Tentative Schedule
- 21: Minutes of HRTPO Advisory Committee Meetings
- 22: For Your Information
- 23: Old/New Business
- 24: Adjournment

ITEM #1: CALL TO ORDER

The Hampton Roads Transportation Planning Organization (HRTPO) Board meeting is scheduled to be called to order by the chair at 10:30 a.m.

ITEM #2: APPROVAL OF AGENDA [*Action Requested*]

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires consideration by the HRTPO Board should be submitted at this time, as opposed to under “Old/New Business.”

RECOMMENDED ACTION:

Approve the agenda.

ITEM #3: PUBLIC COMMENTS

A. Submitted Public Comments

There were no submitted public comments. Any written public comments received after the preparation of this agenda will be announced at the meeting.

B. Public Comment Period (*limit 3 minutes per individual*)

Members of the public are invited to address the HRTPO Board. Each speaker is limited to three minutes.

C. Transcribed Public Comments from Previous HRTPO Board Meeting

Attached is the transcribed public comment from the July 17, 2025 HRTPO Board meeting.

Attachment 3C

**Transcribed Public Comments
HRTPO Board Meeting
July 17, 2025**

One person requested to address the HRTPO Board at the meeting held on July 17, 2025.

***Collin Johnson
Chesapeake Resident***

Hello everyone, my name is Collin. I have been working on a self-project, an idea of creating a parallel highway system to convert Military Highway Routes 13, 58 and 460 into an Interstate to help alleviate and reduce the amount of time for road construction, the amount of time it needs for tolls, and to help alleviate traffic congestion. I have been working on this project by myself for about four years. I have been going out and driving around to see which ways are congested. I have created a road layout. With the project on the I-664 expansion on its way, I looked into the Bowers Hill section and recreated that one to help alleviate congestion in that area. I have two phases out of the five-phase project. I do have visuals, but not to present today, because this is my first HRTPO meeting. These visuals will help explain this further. I do not know what to do from here.

ITEM #4: EXECUTIVE DIRECTOR'S REPORT

The Executive Director will provide a report to the HRTPO Board.

Attachment 4

COMMUNITY ADVISORY COMMITTEE

The HRPDC/HRTPO Community Advisory Committee held its regularly scheduled meeting on August 14 at the Brock Environmental Center at the Chesapeake Bay Foundation in Virginia Beach. Agenda items included the following:

- Start in Hampton Roads Talent Initiative
- Chesapeake Bay Watershed Agreement Update
- Regional Legislative Agenda
- Approval of Membership Recommendations from the CAC Membership Subcommittee
- Tour of Brock Environmental Center



REGIONAL LEGISLATIVE AGENDA

Over the past two months, the Executive Director has discussed the proposed Regional Legislative Agenda with various committees to receive input on topics that should be considered as regional legislative items. The input from these sessions has been used to prepare a draft Regional Legislative Agenda, which will be presented to both the HRPDC and HRTPO Board on October 16 for consideration.

HAMPTON ROADS CAUCUS MEETING – JULY 30

The Hampton Roads Caucus met at the Tidewater Community College Campus in Chesapeake on July 30. The Executive Director and HRPDC Chair provided a briefing to the Caucus members on the development of the Regional Legislative Agenda, including background information on the need for a Primary and Secondary Road Fund, funding to support the development of a regional and interconnected bike/walk trail system, and state support for HRPDC operational funding needs.



HAMPTON ROADS PASSENGER RAIL SERVICE

Over the past several weeks, the HRTPO staff learned about potential impacts to passenger rail service in Hampton Roads during the five-year construction of the Long Bridge project in Northern Virginia. Due to noise and vibration regulations in the District of Columbia, construction work on the Long Bridge project will be limited to a 5-hour work window, which will be from 8:15 a.m. to 1:00 p.m. Monday through Saturday. During this construction window, trains will not be able to utilize the Long Bridge Facility. Through discussions with the Virginia Passenger Rail Authority (VPRA), staff learned that during this five-year construction window, one of the three trains currently serving the Norfolk station will be replaced by a bus, and one of the three trains serving Newport News will be replaced by bus service.

While the work window negotiated between CSX, Amtrak, Virginia Railway Express and the Long Bridge Contractor is necessary for construction, HRTPO staff is concerned that replacing rail service in Hampton Roads with buses during this five-year period could reverse the positive growth in passenger rail ridership in our region and potentially have an impact on long-term ridership due to the differences in seating capacity and travelers' preference for the train experience.

To ensure our local governments were aware of these plans and our concerns, the Executive Director communicated this information to our HRTPO Board and community partners in early September, and asked localities and regional partners to express their concerns to VPRA. A total of 15 local governments/regional organizations submitted letters to VPRA expressing their concerns about plans to replace two passenger rail trains to Hampton Roads with buses until 2030. In addition, the HRTPO Executive Director submitted a letter to Amtrak expressing concerns and requesting that Amtrak support VPRA's efforts to review and evaluate all alternatives to the current plan, including HRTPO staff's proposal to maintain rail service to Alexandria during the Long Bridge construction project.

The VPRA Executive Director will attend the HRTPO Board meeting on October 16 to brief our region on this topic.

MY FUTURE 757 EVENT AT THE REGIONAL BUILDING

On July 25, the HRPDC hosted summer campers from the Boys and Girls Clubs of Southeast Virginia as part of the "My Future 757" event, which was organized by a team from the LEAD Hampton Roads Class of 2025 that includes the HRPDC/HRTPO Director of Communications Katie Cullipher. We are thankful to all the partners and organizations who supported this event. The campers learned all about what makes Hampton Roads a great place to live, work, and play.





CHIEF ADMINISTRATIVE OFFICER COMMITTEE

The Chief Administrative Officer (CAO) Committee met on September 3 at the Chesapeake Conference Center. Agenda items included:

- Tax System Modernization Discussion
- Regional Legislative Agenda
- Information Sharing on Items of Regional Interest

VIRGINIA ASSOCIATION OF PLANNING DISTRICT COMMISSIONS (VAPDC)

The Executive Director attended the summer meeting of the VAPDC Executive Directors and Board on October 7 and 8 in Lynchburg. A variety of topics were discussed, including Resilience in the Commonwealth of Virginia, the value of PDCs and the need for increased State funding, Power, Supply and Demand, and the potential role of small modular reactors and other important items. The Central Virginia Planning District Commission hosted the meetings.



VAPDC SUMMER SERIES – LOCAL GOVERNMENT WORKING FOR YOU

On August 18, the Executive Director served as moderator for a VAPDC Virtual Training Session entitled “Local Government Working for You”. He was joined on this panel by Timothy K. Fitzgerald, County Administrator for Augusta County and Ron Carlee, Assistant Professor of Public Service at Old Dominion University and former CAO for several local governments. Approximately 50 people participated in this session.

OTHER MEETINGS AND EXECUTIVE DIRECTOR OUTREACH

- Participated in the Southside Network Authority (SNA) meeting on July 11.
- Participated in the Public Information Officer meeting on July 15
- Presented to the Tidewater Trail Alliance regarding the Trail757 project on July 15
- Coordinated a meeting on Trail757 with the Newport News Management team and staff on July 29.
- Supported a special meeting of the Hampton Roads Transportation Planning Organization (HRTPO) Board on July 31.
- Met with Virginia Port Authority management and staff on July 31
- Met with HRPDC Chair Mayor Shannon Glover in Portsmouth on August 6.
- Met with representatives of the Elizabeth River Trail Board/Management on August 13.



- Participated in a meeting with Hampton and Newport News City management and the SNA to discuss the regional fiber network on August 14.
- Participated in weekly meetings on federal policy discussions with other regional organizations
- Met with representatives of the Virginia Beach economic development department and the SNA on August 15.
- Attended the Christopher Newport University State of the University Address on August 19.
- Facilitated a meeting between Virginia and North Carolina Department of Transportation officials on August 20 to discuss potential collaboration opportunities.
- The Executive Director and Deputy Executive Director met with HRPDC Chair Shannon Glover in Portsmouth on September 2 to discuss planning for HRPDC agendas.
- Participated in a meeting with FHWA representatives on September 4 to discuss the Federal Certification Review.
- Met with representatives of THRIVE Peninsula and participated in a tour of the facility on September 8.
- On September 11, the HRPDC Emergency Management team hosted an emergency preparedness table-top exercise with CAOs and locality emergency response personnel.
- Attended the Hampton Roads Chamber legislative reception at the Norfolk Waterside on September 11.
- Participated in the September 12 meeting of the Southside Network Authority Board.
- Attended the Hampton Roads Military and Federal Facilities Alliance (HRMFFA) Board meeting on September 18.
- Participated in the Regional Organization Presidents Council (ROPC) Meeting on September 22 at the Virginia Peninsula Chamber of Commerce in Newport News.
- Met with the Franklin Interim City Manager on September 23 to provide a briefing on regional initiatives of the HRPDC and HRTPO.
- The Executive Director facilitated a meeting between the City of Norfolk City Manager and the President and CEO of the Virginia Port Authority on October 2 to discuss the HRTPO rail crossing study and collaboration opportunities.
- Met with the Smithfield Town Manager on October 2 to discuss the Town's Strategic Plan.
- Met with the new President and CEO of the Virginia Ship Repair Association and representatives of HRMFFA and HRTAC on October 6.
- Attended the State of the Region on October 7 in Norfolk.

ITEM #5: APPROVAL OF CONSENT AGENDA *[Action Requested]*

A. Minutes from the July 17, 2025 and July 31, 2025 HRTPO Board Meetings

Minutes from the July 17, 2025 and July 31, 2025 HRTPO Board meetings are attached.

Attachment 5Ai

Attachment 5Aii

RECOMMENDED ACTION:

Approve the minutes.

Hampton Roads Transportation Planning Organization Board Meeting Minutes of July 17, 2025

The July 17, 2025 meeting of the Hampton Roads Transportation Planning Organization (HRTPO) Board was called to order by Chair Michael J. Hipple at 10:30 a.m in the Regional Board Room located at 723 Woodlake Drive in Chesapeake, Virginia.

HRTPO Voting Members in Attendance:

| | |
|--------------------------------|---------------------------------------|
| Michael Hipple (JC), Chair | Thomas Shepperd (YK) |
| Rick West (CH), Vice-Chair | Zach Trogdon (DRPT, Alternate)* |
| Jimmy Gray (HA) | William Harrell (HRT) |
| Joel Acree (IW) | Chris Hall (VDOT) |
| Shannon Glover (PO)* | Barb Nelson (VPA, Alternate) |
| David Hux (PQ) | Matthew Scalia (WATA) |
| William Gillette (SH) | Senator Angelia Williams-Graves (GA)* |
| Mike Duman (SU) | Senator Mamie Locke (GA) |
| Bobby Dyer (VB)* | Delegate Bonita Anthony (GA) |
| Barbara Ramsey (WM, Alternate) | Delegate Jeion Ward (GA) |

HRTPO Nonvoting Members in Attendance:

| | |
|---------------------|-----------------------------|
| Chris Price (CH) | Al Moor (SU) |
| Carol Steele (GL) | Patrick Duhaney (VB)* |
| Don Robertson (IW)* | Andrew Trivette (WM) |
| Steven Carter (PO)* | Mark Bellamy (YK) |
| Randy Wheeler (PQ) | Lauren Carter Roberts (CAC) |
| Brian Thrower (SH) | Mark Perryman (NAA) |

HRTPO Executive Director:

Robert Crum, Secretary

HRTPO Other Participants:

| | |
|--------------------------|------------------------|
| Ella Ward (CH Alternate) | Frederick Stant (CTB) |
| Brian DeProfio (HA) | Kara Greathouse (FHWA) |
| David Freeman (NN) | Iris Vaughan (FHWA) |
| Trista Pope (NO) | Joe Howell (USN) |

HRTPO Voting Members Absent:

| | |
|----------------------|------------------------|
| Paul Kaplan (FR) | Phillip Jones (NN) |
| Phillip Bazzani (GL) | Kenneth Alexander (NO) |

HRTPO Nonvoting Members Absent:

Rosylen Oglesby (FR)
Mary Bunting (HA)
Scott Stevens (JC)
Alan Archer (NN)
Patrick Roberts (NO)
Greg Campbell (DOAV)

Jeffrey Breeden (FAA)
Edward Ofori (FHWA)
Terry Garcia Crews (FTA)
Bob Eveleigh (FTAC)
John Borden (PAC)

HRTPO Staff in Attendance:

Pavithra Parthasarathi
Husain Alegimenlen
Sean Asbrand
Theresa Brooks
Rob Case
Kathlene Grauberger

Matthew Harrington
John Mihaly
Keith Nichols
Jeff Raliski
Dale Stith

**Denotes late arrival or early departure*

Other Recorded Attending:

David Westcott (CH); Carolyn Campbell (HA); Jamie Oliver (IW); Jason Purse (JC); Angela Hopkins, Angela Rico, and Jerri Wilson (NN); Megan Gribble and Yolanda Thomas (PO); Kevin Hughes (SU); Andrew Damon and Brent McKenzie (VB); Sheila Noll (YK); Erica Callicutt (Delegate Bonita Anthony's Office); Tracy Black (633 Air Base Wing Joint Base Langley-Eustis); Drew Lumpkin (Hampton Roads Executive Roundtable); Rick Dwyer and Todd Nichols (HRMFFA); Mindy Carlin (HRT); Kevin Page (HRTAC); Peter Shaw (Forward Thinking Publication); Alex Frazier and Diane Kaufman (U.S. Senator Tim Kaine's Office); Marcellus Nixon (SNA); Ed Reed (Two Capitols Consulting); Landon Wellford (USN); Sonya Hallums-Ponton (VDOT); Karen McPherson (VHB); Brett Hall and Wyatt Young (WAVY-TV 10); Joel Rubin (WINDSdays); Mark Geduldig-Yatrofsky and Collin Johnson; and Kelli Arledge, Rob Cofield, Emma Corbitt, Katie Cullipher, Simone Elmore, Greg Grootendorst, Markay Hall, Tealen Hansen, Sara Kidd, Matt Klepeisz, Andrew Margason, Quan McLaurin, Otesa Mitchell, Adithi Moogoor, Cynthia Mulkey, Jill Sunderland, Jaquil Tatum, Joseph Turner, Quanda Tynes, and Chris Vaigneur (HRPDC Staff).

Mr. Robert A. Crum, Jr., HRPDC/HRTPO Executive Director, announced that Mr. Albert Moor, Suffolk City Manager, will retire at the end of the month, concluding a career spanning over 40 years in public service. Mr. Crum and Chair Hipple thanked Mr. Moor for his extensive involvement in regional committees and contributions to the community.

Additionally, Mr. Chris Hall, Virginia Department of Transportation (VDOT) Hampton Roads District Engineer, announced his retirement from VDOT by the end of the year, with plans to introduce his successor at the next HRTPO Board meeting.

Mr. Crum introduced the new HRTPO Board Non-Voting member, Don Robertson, Isle of Wight County Administrator, and the first-time attendees, Ms. Kara Greathouse and Ms. Iris Vaughan from FWHA.

Mr. Crum asked Mr. Moor to introduce Mr. Kevin Hughes, who will be the Interim City Manager of Suffolk, and was attending the meeting from the audience.

Approval of Agenda

Chair Hipple asked for a motion to approve the July 17, 2025 HRTPO Board meeting agenda as presented.

Motion: Senator Angelia Williams-Graves Moved to approve the agenda as presented; seconded by Mayor Shannon Glover. The Motion Carried.¹

Public Comments

Mr. Crum reported that no public comments had been submitted since the last HRTPO Board meeting.

Members of the public were invited to address the HRTPO Board. There was one in-person request to comment.

- Mr. Collin Johnson, from Chesapeake, reported that he has been working on a project to convert Military Highway into an interstate to alleviate congestion and reduce construction time.

A full transcription will be included in the subsequent HRTPO Board agenda packet.

Mr. Crum thanked Mr. Johnson for his comment and asked him to send the visuals to Ms. Pavithra Parthasarathi, HRTPO Deputy Executive Director.

Executive Director's Report

Mr. Crum referenced his monthly report, which was included in the agenda packet. He introduced the following new HRTPO Staff members:

- Mr. Sean Asbrand, Transportation GIS Analyst
- Mr. Husain Alegimenlen, Transportation GIS Analyst II

Mr. Crum announced that the November 20, 2025 meeting would be held at Christopher Newport University in Newport News.

Mr. Crum noted that Mr. Joel Rubin distributed the quarterly Forward Thinking Publication for the Board members' information.

**Mr. Patrick Duhaney arrived*

Approval of Consent Items

Chair Hipple asked Mr. Crum to briefly describe the consent items, which included the following:

- A. Minutes from the May 15, 2025 HRTPO Board Meeting
- B. HRTPO Financial Statement
- C. Fiscal Year (FY) 2025 Budget Amendment #2
- D. Hampton Roads 2050 Long-Range Transportation Plan (LRTP): Project Prioritization Proposed Resiliency Enhancements
- E. FY 2027-2028 Transportation Alternatives (TA) Set-Aside Project Selection Process: Requests for HRTPO Letters of Support
- F. HRTPO Freight Transportation Advisory Committee: Membership
- G. FY 2026 Schedule for the Hampton Roads Regional Meetings: HRPDC/HRTPO/HRTAC/HRMFFA
- H. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Exempt from Conformity Amendments
- I. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Non-Exempt Amendments – Programmatic Conformity Finding
- J. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Non-Exempt Regionally Significant Amendments– Regional Conformity Assessment (RCA)
- K. Amended 2045 Long-Range Transportation Plan and FY 2024-2027 Transportation Improvement Program (TIP) Regional Conformity Assessment (RCA)

Motion: Supervisor Thomas Shepperd Moved to approve the consent items as presented; seconded by Senator Williams-Graves. The Motion Carried.¹

Hampton Roads Congestion Management Process Part I – Introduction, System Monitoring, and System Performance

Mr. Keith Nichols, HRTPO Principal Transportation Engineer, briefed the Board on Part I of the Congestion Management Process (CMP).

The CMP is an ongoing process that monitors the regional roadway network, identifies congested locations, determines the cause, and develops strategies to mitigate the congestion. The CMP Process is required in all metropolitan areas with a population greater than 200,000 and needs to be updated every five years to match the Long-Range Transportation Plan (LRTP) cycle.

The CMP report will be developed in two parts. The first part of the CMP includes an introduction, system monitoring, and system performance. The regional roadway travel trends are updated based on approximately 80 continuous count stations throughout the region. While the volume increased by 1.9% from 2022 to 2023, it remains nearly 4% below the pre-pandemic levels.

Mr. Nichols highlighted some of the recent projects and their benefits. The widening of I-64 on the Peninsula improved the average weekday travel time by four minutes in each direction, and the summer Saturday travel time improved by six minutes eastbound and eleven minutes westbound. The widening also led to slight improvements on the alternative corridors of Warwick Boulevard and Jefferson Avenue. The I-64/I-264 interchange improvement project decreased travel times by four minutes during the morning peak period and eight minutes during the afternoon peak period.

The CMP roadway network includes all roadways classified as minor arterial and above, along with selected corridors. This is nearly 1,700 centerline-miles. The traffic volume data was largely obtained by VDOT from 2021 to 2023, along with cities and toll facility data. The average speed data is based on an analysis of the INRIX travel data, which collects the speeds for each 15-minute period.

This collected data addresses the following congestion measures:

- Peak period congestion levels
- Congestion duration
- Total delay
- Travel time reliability
- Truck delay
- Truck travel time reliability
- Intersection congestion analysis

Mr. Nichols concluded his presentation by highlighting high-profile corridors in the region, including the Hampton Roads Bridge-Tunnel (HRBT), the Monitor-Merrimac Memorial Bridge-Tunnel (MMMBT), the Midtown Tunnel, the Downtown Tunnel, the I-64 High Rise Bridge, I-64 Peninsula, I-64/I-564 Norfolk, I-264 Norfolk/Virginia Beach, I-664 Southside, and the Chesapeake Expressway.

Mr. Nichols stated that a link to the CMP Part I report was included in the agenda packet. It was open for an extended public review period from May 7, 2025 through June 16, 2025 and no comments were received. He asked the HRTPO Board to consider approving the final report.

Supervisor Shepperd asked how the collected data is used in the study and understanding of economic development. Mr. Nichols responded that the economic impact was not part of the study; however, it could be analyzed going forward. Mr. Shepperd noted that the construction of the I-64 widening and the HRBT caused the City of Hampton to adjust traffic lights to slow down traffic moving onto the interstate. He inquired if this data was included in the CMP. Mr. Nichols stated that this data is captured in the individual roadway reports. He added that the benefits of recently completed projects are being investigated. Additionally, regional data and data for primary and secondary roads are available.

Senator Williams-Graves asked how the report was made available for public review. Mr. Nichols responded that it was made available through the usual mediums, such as newsletters and public notices on the website. Additionally, there will be a public survey in the fall. Senator Williams-Graves suggested including social media in the outreach processes to reach more people.

Mr. Crum stated that the HRTPO Communications Department uses a multi-pronged approach for outreach, and social media is one of the mediums. However, not everybody is represented on social media. He added that the HRTPO/HRPDC is participating in outreach events in all Hampton Roads communities to engage the public. Mr. Nichols added that the upcoming survey would be in the same style as the recent Regional Safety Study outreach survey, which received about 1,500 comments.

Senator Williams-Graves stated that if the HRTPO has a specific survey that needs community participation, she would like to help facilitate that communication to the public by forwarding it to the Hampton Roads Caucus and constituents to get more people engaged.

Motion: Mayor Rick West Moved to approve the Congestion Management Plan: Part I as presented; seconded by Mr. William Harrell. The Motion Carried.¹

Mr. Nichol's presentation is available on the HRTPO website using the following link:
[https://www.hrtpo.org/DocumentCenter/View/14814/071725-TPO-06 Presentation-CMP-Part-1-PDF?bidId=](https://www.hrtpo.org/DocumentCenter/View/14814/071725-TPO-06%20Presentation-CMP-Part-1-PDF?bidId=).

Hampton Roads Regional Bridge Study – 2025 Update

Ms. Theresa Brooks, HRTPO Transportation Engineer III, provided an update on the Regional Bridge Study.

Bridges play an integral role in the Hampton Roads transportation system. While it is a given that all infrastructure deteriorates over time, this is more of a concern for aging bridges due to the higher costs associated with maintaining them. HRTPO staff released the original Bridge Study in 2008 with updates in 2012 and 2018.

As of February 2024, 33 bridges were categorized as in poor condition, which was a decrease from 75 bridges in 2015. The bridge study update includes a comparison of Hampton Roads's ranking among 41 comparable metropolitan areas with populations between one and four million. This ranking is as follows:

- Total number of bridges: 29th highest
- Total bridge area: 11th highest
- Median bridge age: 23rd highest
- Percentage of bridges in poor condition: 33rd highest
- Percentage of area in poor condition: 25th highest
- Percentage with posted weight limits: 21st highest

Ms. Brooks highlighted completed bridge projects between 2018 and 2024, noting that 42 bridges were rehabilitated, 55 were replaced, and one new bridge was built. Currently, there are a total of 121 bridges programmed for rehabilitation, replacement, or construction. Staff calculated that \$11 billion will be necessary to fund the maintenance of bridges in Hampton Roads through 2050. Due to funding limitations, this is assumed to be a worst-case scenario, where bridges are replaced rather than rehabilitated in a timely manner.

During the public comment period from May 23, 2025 through June 16, 2025, comments were received, addressed, and incorporated into the final report. She asked the Board to consider approving the final report.

Delegate Bonita Anthony stated that some of these bridges are part of evacuation routes. She asked if there was an overlay of flooding or storm surges on those bridges. Ms. Brooks responded that an analysis of flooding/storm surge impacts was not included in the study; however, other planning efforts related to the LRTP and sea level rise would cover this information for the regional transportation system. Ms. Dale Stith, HRTPO Principal Transportation Planner,

confirmed that the LRTP contains processes and programs to analyze regional infrastructure and determine the vulnerability in terms of flooding. Chair Hipple stated that additional information would be shared with Delegate Anthony.

Mr. Shepperd inquired whether bridge repairs can be considered within the congestion management requirements for major projects funded through the Hampton Roads Transportation Accountability Commission (HRTAC). Mr. Crum stated that there is a mutual benefit between improved congestion and bridge upgrades.

Mr. Hall confirmed and stated that most of the interstate widening projects involve bridge rehabilitation measures. These projects are state-funded, and this approach allows for better efficiencies in the procurement process.

Mr. Shepperd asked about bridges that are not part of major projects and whether those would be considered for HRTAC funding, or if a primary and secondary road system fund would be necessary. Mr. Crum responded that if the formation of a primary and secondary road fund were successful, these funds could be used in the same approach as major interstate projects and could be used for localized roads.

Ms. Brooks stated that funding opportunities for bridges were part of the study. Several grant programs are available at the federal level, such as the Surface Transportation Block Grant (STBG) Program, which provides funding for eligible activities, including the replacement, rehabilitation, preservation, or deicing of bridges on any public road.

Mr. Shepperd noted that priority projects need to be determined, especially in areas where bridges are part of evacuation routes. Chair Hipple responded that this item would be discussed during the next agenda item.

Mr. Joel Acree noted the increase in truck weights from 80,000 to 91,000 pounds. He asked how local officials could utilize this report to voice concerns about the weight increase. Additionally, he asked what this increase means for bridges without a posted weight limit. Ms. Brooks stated that the Regional Freight Study may be better suited to evaluate this issue. Mr. Crum added that the presented report provides factual data regarding the age and condition of bridges. This information could be used to start conversations about the construction and management of those bridges. Ms. Brooks added that House Bill (HB) 1887 created the State of Good Repair Grant Program in 2015, which provided dedicated funding to deficient bridges and pavements in Virginia. Through HB 1254, the General Assembly extended the eligibility for State of Good Repair funding to bridges that are on the cusp of being deficient, which goes along with VDOT's proactive approach of maintaining structures throughout Virginia.

Chair Hipple asked Mr. Hall regarding bridge weight limits and if this information could be provided to the Board members. Mr. Acree added that constituents were interested in bridges without posted limits and how the truck weight increase would affect those. Mr. Hall stated that he could provide information for the bridges that VDOT maintains, as well as a list of condition ratings.

Motion: Mr. Harrell Moved to approve the Hampton Roads Bridge Study – 2025 Update as presented; seconded by Mayor Glover. The Motion Carried.¹

Ms. Brook’s presentation is available on the HRTPO website using the following link:
https://www.hrtpo.org/DocumentCenter/View/14815/071725-TPO-07_Presentation-Regional-Bridge-Study-2025-Update-PDF?bidId=.

FY 2027-2030 Transportation Improvement Program (TIP) Kickoff

Due to time constraints, this item was deferred.

Regional Legislative Agenda

Mr. Crum briefed the HRTPO Board on the Regional Legislative Agenda. He stated that the Legislative Committee would most likely meet in August and September to develop recommendations for the HRTPO and Hampton Roads Planning District Commission (HRPDC) to consider at their meetings in October/November. The Legislative Committee is comprised of the following members:

- | | |
|-------------------------------------|------------------|
| • Shannon Glover, Portsmouth | HRPDC Chair |
| • Michael Hipple, James City County | HRTPO Chair |
| • Jimmy Gray, Hampton | HRPDC Vice-Chair |
| • Rick West, Chesapeake | HRTPO Vice-Chair |
| • Mary Bunting, Hampton | CAO Chair |
| • Chris Price, Chesapeake | CAO Vice-Chair |

Mr. Crum emphasized that the Regional Legislative Agenda does not conflict with local legislative priorities. It includes a short list of regional priorities, and all items must receive unanimous support from the region's localities.

The process for preparing and approving the Regional Legislative Agenda will include meetings with the Hampton Roads Caucus, the Chief Administrative Officer (CAOs) Committee, Legislative Liaisons, the Freight Transportation Advisory Committee (FTAC), the Regional Transit Advisory Panel (RTAP), and the HRPDC/HRTPO Community Advisory Committee (CAC).

The Legislative Committee will develop a list of priority statements, which the HRTPO /HRPDC will advocate for, and position statements, which will be monitored. Potential transportation topic areas include the following:

- Primary/secondary road fund
- Continued toll relief at the Downtown and Midtown-Tunnels
- Funding for bike/walk trails
- Maintain and enhance funding for all regional public transportation providers
- Passenger rail enhancements

Mr. Crum stated that in the past year, with the help of the General Assembly members, progress was made regarding the potential of a primary and secondary road fund. The Hampton Roads region has funded almost \$6 billion of interstate highway transportation improvements, which will help relieve congestion on the interstates and highways. However, the primary and secondary roads also need to be improved, and a mechanism to fund these improvements needs to be established.

Mr. Crum noted that Delegate Jackie Glass introduced House Bill (HB) 2466 to establish a primary and secondary road fund for Hampton Roads, as supported by the HRTPO Board. The bill included language that would add three-tenths of a penny to the current Regional Sales and Use Tax. Two-thirds of the funding generated by the tax increase would support infrastructure improvements to new or existing highway corridors connected to surrounding or paralleling interstate highways in Planning District 23, which is the HRPDC footprint minus Gloucester County and Surry County. The remaining one-third of the funding would support a Hampton Roads Highway Coastal Resilience Fund, which would address transportation infrastructure in Planning District 23 that is at risk due to recurrent and coastal flooding. The bill was approved unanimously in the Senate and passed by the House of Delegates, but it was vetoed by the Governor.

Mr. Crum thanked the legislators for their support. He stated that it is important to start conversations about this funding and indicate to the General Assembly what the Hampton Roads region would like to advocate for. He added that the Hampton Roads Caucus will meet on July 30, 2025 at the Tidewater Community College (TCC) Campus in Chesapeake. He stated that the HRTPO and HRPDC Chairs were invited to attend the meeting to advocate for regional legislative agenda items.

Chair Hipple stated that the HRTPO Board had achieved many improvements regarding transportation. He stressed the importance of collaborating on this matter to advance it further. Improvements to the interstate system improved the region; improvements to the primary and secondary roads would improve the communities. He emphasized that while the fund may require a tax increase, the improvements would be visible to the residents.

Supervisor Shepperd asked for the reason the bill was vetoed. He stated that even if the funding is not approved at this point, the structure for such funding needs to be created.

Senator Mamie Locke stated that the environment at the General Assembly might change with the November elections. She suggested resubmitting the legislation to the House and the Senate.

Senator Williams-Graves commented that the legislation is a worthy cause. However, she added that many concerns are being brought to the General Assembly, and there is insufficient funding to address all of them. Chair Hipple commented that the region plans to impose taxes on itself to create funding and improve the primary and secondary roads.

**Mayor Bobby Dyer arrived*

Mayor Jimmy Gray reported that Delegate Glass communicated earlier that day that Hampton Roads localities should provide resolutions to refine the bill's language.

In response to Mr. Crum's question about how much the cost of transportation projects might increase annually, Mr. Hall stated that he anticipates an increase of about 3% to 3.5%. Mr. Crum noted that while nobody favors tax increases, over \$3 billion is needed for the primary and secondary road system. Considering the escalating costs, doing nothing now could lead to a tax increase for future generations.

Chair Hipple asked the HRTPO Board if there was consensus that the Chair and staff would be authorized to express support for resubmitting the legislation when meeting with the Hampton Roads Caucus. There was no opposition.

The Regional Legislative Agenda presentation is available on the HRTPO website using the following link:

https://www.hrtpo.org/DocumentCenter/View/14817/071725-TPO-09_Presentation-HRTPO-2026-Regional-Legislative-Introduction-PDF?bidId=.

**Senator Angelia Williams-Graves departed*

Comments and Updates from State and Federal Agencies and Military Liaisons

Due to time constraints, these items were deferred.

HRTPO Board Three-Month Tentative Schedule

Chair Hipple stated that per the Regional Meeting Schedule, the next HRTPO Board meeting is scheduled for October 16, 2025. There are no meetings scheduled in August and September.

Minutes of HRTPO Advisory Committee Meeting

Chair Hipple indicated that links to the HRTPO Advisory Committee meeting minutes that have been approved since the last HRTPO Board meeting were included in the agenda for information purposes.

For Your Information

Various correspondence of interest were included in the agenda packet for HRTPO Board member information.

Old/New Business

There was no old or new business.

Adjournment

With no further business to come before the HRTPO Board, the meeting was adjourned at 11:56 a.m.

Michael J. Hipple
Chair

Robert A. Crum, Jr.
Executive Director/Secretary

¹ After further evaluation, it was determined that no quorum was present during these agenda items.

Hampton Roads Transportation Planning Organization Board Meeting Minutes of July 31, 2025

A special meeting of the Hampton Roads Transportation Planning Organization (HRTPO) Board was called to order by Chair Michael J. Hipple at 9:05 a.m on July 31, 2025. The meeting was held virtually using Microsoft Teams.

HRTPO Voting Members in Attendance:

Michael Hipple (JC), Chair
Rick West (CH), Vice-Chair
Jimmy Gray (HA)
Kenneth Alexander (NO)
David Hux (PQ)
Mike Duman (SU)
Bobby Dyer (VB)
Doug Pons (WM)

Thomas Shepperd (YK)
Tiffany Robertson (DRPT)
Senator Angelia Williams-Graves (GA)
Delegate Bonita Anthony (GA)
Delegate Jeion Ward (GA)
William Harrell (HRT)
Chris Hall (VDOT)
Barb Nelson (VPA Alternate)
Matt Scalia (WATA)

HRTPO Nonvoting Members in Attendance:

Rosylen Oglesby (FR)
Don Robertson (IW)
Alan Archer (NN)
Patrick Roberts (NO)

Randy Wheeler (PQ)
Al Moor (SU)
Patrick Duhaney (VB)
Robert Eveleigh (FTAC)

HRTPO Executive Director:

Robert A. Crum, Jr., Secretary

HRTPO Other Participants:

Ella Ward (CH Alternate)
Carolyn Campbell (HA Alternate)
Brian Fuller (YK)
Sheila Noll (YK Alternate)
Zach Trogdon (DRPT Alternate)

Kara Greathouse (FHWA)
Chase Rodriguez (USCG)
Joe Howell (USN)
Todd Halacy (VDOT Alternate)

HRTPO Voting Members Absent:

Paul Kaplan (FR)
Phillip Bazzani (GL)
Joel Acree (IW)
Phillip Jones (NN)

Shannon Glover (PO)
William Gillette (SH) - *present without video*
Senator Mamie Locke (GA)

HRTPO Nonvoting Members Absent:

Andrew Trivette, Treasurer (WM)
Chris Price (CH)
Carol Steele (GL)
Mary Bunting (HA)
Scott Stevens (JC)
Steven Carter (PO)
Brian Thrower (SH)
Mark Bellamy (YK)

Lauren Roberts Carter (CAC)
Greg Campbell (DOAV)
Jeffrey Breeden (FAA)
Edward Ofori (FHWA)
Terry Garcia Crews (FTA)
Mark Perryman (NAA)
John Borden (PAC)

HRTPO Staff in Attendance:

Pavithra Parthasarathi
Husain Alegimenlen
Sean Asbrand
Kyle Gilmer

Kathlene Grauberger
Matthew Harrington
John Mihaly
Dale Stith

Other Recorded Attending:

Earl Sorey (CH); Megan Gribble and Sherri Neil (PO); Andrew Damon (VB); Drew Lumpkin (Hampton Roads Executive Roundtable); Kevin Page (HRTAC); Alex Frazier (U.S. Senator Tim Kaine's Office); Marcellus Nixon (SNA); Landon Wellford (USN); Greg Sync; and Kelli Arledge, Rob Cofield, Katie Cullipher, Simone Elmore, Greg Grootendorst, Markay Hall, Tealen Hansen, Matt Klepeisz, Quan McLaurin, and Cynthia Mulkey (HRPDC Staff).

Mr. Robert A. Crum, Jr., HRTPO Executive Director, verified attendance through a roll call of HRTPO voting Board members.

Approval of Agenda

Chair Hipple asked for a motion to approve the July 31, 2025 HRTPO Board meeting agenda as presented.

Motion: Mr. William Harrell Moved to approve the agenda as presented; seconded by Mayor Rick West. The Motion Carried.

Public Comments

There were no public comments.

Approval of Consent Items

Chair Hipple asked Mr. Crum to briefly describe the consent items, which included the following:

- A. Minutes from the May 15, 2025 HRTPO Board Meeting
- B. HRTPO Financial Statement
- C. Fiscal Year (FY) 2025 Budget Amendment #2
- D. Hampton Roads 2050 Long-Range Transportation Plan (LRTP): Project Prioritization Proposed Resiliency Enhancements
- E. FY 2027-2028 Transportation Alternatives (TA) Set-Aside Project Selection Process: Requests for HRTPO Letters of Support
- F. HRTPO Freight Transportation Advisory Committee: Membership
- G. FY 2026 Schedule for the Hampton Roads Regional Meetings: HRPDC/HRTPO/HRTAC/HRMFFA
- H. FY 2024-2027 Transportation Improvement Program (TIP) Amendments Exempt from Conformity Amendments
- I. FY 2024-2027 Transportation Improvement Program (TIP) Amendments Non-Exempt Amendments – Programmatic Conformity Finding
- J. FY 2024-2027 Transportation Improvement Program (TIP) Amendments Non-Exempt Regionally Significant Amendments– Regional Conformity Assessment (RCA)
- K. Amended 2045 Long-Range Transportation Plan and FY 2024-2027 Transportation Improvement Program (TIP) Regional Conformity Assessment (RCA)
- L. Hampton Roads Congestion Management Process Part I – Introduction, System Monitoring, and System Performance
- M. Hampton Roads Regional Bridge Study – 2025 Update

Motion: Mayor Bobby Dyer Moved to approve the consent items as presented; seconded by Mayor West. The Motion Carried.

Old/New Business

There was no old or new business.

Adjournment

With no further business to come before the HRTPO Board, the meeting was adjourned at 9:12 a.m.

Michael J. Hipple
Chair

Robert A. Crum, Jr.
Executive Director/ Secretary

B. HRTPO Financial Statement

The Statement of Revenues and Expenditures for the activities of July 2025 is attached. This statement reflects the financial status of the HRTPO as a whole.

Attachment 5B

RECOMMENDED ACTION:

Approve the HRTPO Financial Statement.

FISCAL YEAR 2026
07/31/25
STATEMENT OF REVENUES AND EXPENDITURES
8% OF FISCAL YEAR COMPLETE

| REVENUES | Budget | Previous YTD | Current Month | YTD | % Received /Expended |
|--------------------------------|------------------|-------------------------|--------------------------|-----------------------|---------------------------------|
| VDOT-PL SEC 112 | \$ 5,559,122 | \$ - | \$ - | \$ - | 0% |
| HRTAC | 301,645 | - | - | - | 0% |
| VDRPT 5303/ Pass Through | 1,208,508 | - | - | - | 0% |
| Total Revenue | 7,069,275 | - | - | - | 0% |
| EXPENDITURES | | | | | |
| PERSONNEL | \$ 3,369,855 | \$ - | \$ 184,692 | \$ 184,692 | 5% |
| STANDARD CONTRACTS | 72,928 | - | - | - | 0% |
| SPECIAL CONTRACTS/PASS THROUGH | 3,122,772 | - | 1,238 | 1,238 | 0% |
| OFFICE SERVICES | 503,720 | - | 26,578 | 26,578 | 5% |
| INDIRECT COSTS | - | - | 76,901 | 76,901 | 0% |
| Total Expenses | 7,069,275 | - | 289,409 | 289,409 | 4% |
| TOTALS | \$ - | \$ - | \$(289,409) | \$ (289,409) * | |

* HRTPO grants operate on a quarterly reimbursement basis; as such the total YTD does not reflect the commission's current financial position.

C. FY 2026 Unified Planning Work Program (UPWP) Amendment

The HRTPO FY 2026 Unified Planning Work Program (UPWP) is being amended to account for the following changes:

1. Final FTA Section 5303 Carryover Funding

UPWP revised to reflect final carryover FY 2025 Federal Transit Administration (FTA) Section 5303 (C05303) funding as follows: (a) the budget for Task 10.2 – TDCHR Performance Monitoring and Evaluation has been increased by \$101,154 in FY 2025 Section 5303 funds, (b) the budget for Task 10.2 – HRT Disadvantaged Business Enterprise (DBE) Planning has been increased by \$69 in FY 2025 Section 5303 funds, and (c) the budget for Task 10.9 – HRT Transit Strategic Plan has been increased by \$65,000 in FY 2025 Section 5303 funds.

2. Final FY 2026 FTA Section 5303 Funding Total

UPWP revised as follows to fully obligate the final FY 2026 Federal Transit Administration (FTA) Section 5303 (5303) funding total to the region which was not available at the time of the original review and approval process for the FY 2026 UPWP: the budget for Task 9.0 – HRTPO Administration has been increased by \$28,720 in Section 5303 funding and decreased by \$28,702 in Metropolitan Planning (PL) funding. The budget for Task 12.0 – HRTPO Contingency Funding has been increased by \$28,720.

3. GIS Implementation

UPWP revised to support the ongoing multi-year implementation efforts for upgrades and enhancements to the agency's Geographic Information Systems (GIS) platforms incorporating certain activities originally scheduled for the prior fiscal year but not yet completed as follows: (a) the budget for Task 3.0 – Performance Management has been increased by \$25,000 for consultant services under the existing approved contract and (b) the budget for Task 9.0 – HRTPO Administration has been increased by \$5,000 for associated staff training and development activities. The budget for Task 12.0 – HRTPO Contingency Funding has been reduced by \$30,000.

4. Public Participation Text Update

The text for Task 9.0 – HRTPO Administration has been amended to add a new Work Element and related End Product and Schedule information for a planned update to the region's Disadvantaged Business Enterprise (DBE) plan.

These revisions are also included in updates to Tables A-E, individual budget summaries for the above-listed UPWP tasks to account for the changes in funding, and the text description of Task 9.0 – HRTPO Administration.

This request was made available for public review and comment from September 19, 2025 through October 10, 2025.

Attachment 5C

RECOMMENDED ACTION:

Approve the FY 2026 UPWP Amendment.

TABLE A

| FUNDS FOR REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING SUMMARIZED BY SOURCE OF FUNDS | | | | | |
|---|-------------|---------------------------------|-------------|-------------------------|--------------|
| Federal | State | Regional (HRTF and HRRTF) | Local Match | Transit Agency Match | TOTAL |
| \$7,268,353 | \$1,616,480 | \$298,613 | \$640,484 | \$423,077 | \$10,247,007 |
| 70.93% | 15.78% | 2.91% | 6.25% | 4.13% | 100.00% |

TABLE B

| FUNDS FOR REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING SUMMARIZED BY FUNDED ENTITY | | | | | |
|---|-----------|--------------------------|-----------|--------------------|--------------|
| HRTPO | VDOT | HRT | WATA | SUFFOLK TRANSIT | TOTAL |
| \$6,703,463 ¹ | \$329,367 | \$3,004,177 ² | \$200,000 | \$10,000 | \$10,247,007 |
| 65.42% | 3.21% | 29.32% | 1.95% | 0.10% | 100.00% |

Last Revised 10/16/25, See Page vi for Details

¹ Includes: \$5,559,122 Federal Highway Administration (FHWA) planning (PL) funds (including State and local match)
\$845,728 Federal Transit Administration (FTA) Section 5303 planning funds (including State and local match)
\$270,084 Hampton Roads Transportation Fund (HRTF) for HRTPO staff support to Hampton Roads Transportation
Accountability Commission (HRTAC) – See Task 13.0
\$28,529 Hampton Roads Regional Transit Fund (HRRTF) for HRTPO staff support to the Regional Transit Advisory Panel –
See Task 14.0

² Includes: \$1,000,000 Regional Surface Transportation Program (RSTP) funds for goCommute – See Task 10.6
\$750,000 RSTP and Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds and \$500,000 in other
State/Local funds for two Transit Extension Studies – See Task 10.10

Table C : Funding Sources by Task
Hampton Roads Transportation Planning Organization
FY 2026 Unified Planning Work Program
(Funding in Dollars)

| | | FHWA SPR Funds | | | FHWA PL Funds | | | FTA Section 5303 Funds | | | Regional (HRTAC and HRRTF) Funds | Other Federal Funds (See Footnotes) | | | | FTA Section 5303 Carryover Funds | | | Total | | | | | |
|--------|---|----------------|----------------|----------------|---------------|----------------|----------------|------------------------|----------------|----------------|--|-------------------------------------|-----------|-------------|----------------|----------------------------------|----------------|----------------|-----------|-------------|-------------|----------------|----------------|--|
| Task # | Task Title | Federal | State Match | Local Match | Federal | State Match | Local Match | Federal | State Match | Local Match | | (fn) | Federal | State Match | Local Match | Federal | State Match | Local Match | Federal | HRTF/ HRTTF | State Match | Local Match | Grand Total | |
| 1.0 | Long-Range Transportation Plan | | | | 325,000 | 40,625 | 40,625 | 79,190 | 9,899 | 9,899 | | | | | | | | | 404,190 | | 50,524 | 50,524 | 505,238 | |
| 2.0 | Transportation Project Programming | | | | 163,216 | 20,402 | 20,402 | 89,222 | 11,153 | 11,153 | | | | | | | | | 252,438 | | 31,555 | 31,555 | 315,548 | |
| 3.0 | Performance Management | | | | 318,762 | 39,845 | 39,845 | | | | | | | | | | | | 318,762 | | 39,845 | 39,845 | 398,452 | |
| 4.0 | Public Participation | | | | 278,642 | 34,830 | 34,830 | 58,207 | 7,276 | 7,276 | | | | | | | | | 336,850 | | 42,106 | 42,106 | 421,062 | |
| 5.0 | Unified Planning Work Program | | | | 51,778 | 6,472 | 6,472 | 19,534 | 2,442 | 2,442 | | | | | | | | | 71,312 | | 8,914 | 8,914 | 89,140 | |
| 6.0 | Regional Freight Planning | | | | | | | 31,101 | 3,888 | 3,888 | | | | | | | | | 31,101 | | 3,888 | 3,888 | 38,876 | |
| 7.0 | Safety, Security, & Resiliency Planning | | | | | | | 81,430 | 10,179 | 10,179 | | | | | | | | | 81,430 | | 10,179 | 10,179 | 101,788 | |
| 8.1 | Technical Support, Research & Special Studies | | | | 303,602 | 37,950 | 37,950 | 30,718 | 3,840 | 3,840 | | | | | | | | | 334,320 | | 41,790 | 41,790 | 417,900 | |
| 8.2 | Active Transportation Planning | | | | 90,440 | 11,305 | 11,305 | 51,598 | 6,450 | 6,450 | | | | | | | | | 142,038 | | 17,755 | 17,755 | 177,548 | |
| 8.3 | Impact of Virginia's State of Good Repair Program on Regional Bridge Conditions | | | | 64,398 | 8,050 | 8,050 | | | | | | | | | | | | 64,398 | | 8,050 | 8,050 | 80,497 | |
| 8.4 | Passenger Rail Planning | | | | | | | 52,456 | 6,557 | 6,557 | | | | | | | | | 52,456 | | 6,557 | 6,557 | 65,570 | |
| 8.5 | Hampton Roads Intraregional Freight Movement Analysis | | | | 125,234 | 15,654 | 15,654 | | | | | | | | | | | | 125,234 | | 15,654 | 15,654 | 156,542 | |
| 8.6 | Hampton Roads Rail Crossing Study | | | | 39,717 | 4,965 | 4,965 | | | | | | | | | | | | 39,717 | | 4,965 | 4,965 | 49,646 | |
| 9.0 | HRTPO Administration | | | | 736,566 | 92,071 | 92,071 | 158,297 | 19,787 | 19,787 | | | | | | | | | 894,862 | | 111,858 | 111,858 | 1,118,578 | |
| 10.1 | HRTPO Coordination of Regional Transit Planning Process | | | | | | | 24,827 | 3,103 | 3,103 | | | | | | | | | 24,827 | | 3,103 | 3,103 | 31,034 | |
| 10.2 | TDCHR - Performance Monitoring and Evaluation | | | | | | | 120,000 | 15,000 | 15,000 | | | | | | 80,923 | 10,115 | 10,115 | 200,923 | | 25,115 | 25,115 | 251,154 | |
| 10.3 | WATA - Performance Monitoring and Evaluation | | | | | | | 160,000 | 20,000 | 20,000 | | | | | | | | | 160,000 | | 20,000 | 20,000 | 200,000 | |
| 10.4 | Suffolk Transit Performance Monitoring | | | | | | | 8,000 | 1,000 | 1,000 | | | | | | | | | 8,000 | | 1,000 | 1,000 | 10,000 | |
| 10.5 | HRT Disadvantaged Business Enterprise Planning | | | | | | | 8,000 | 1,000 | 1,000 | | | | | | 55 | 7 | 7 | 8,055 | | 1,007 | 1,007 | 10,069 | |
| 10.6 | goCommute - Regional Transportation Demand Management Program | | | | | | | | | | | (2) | 800,000 | 200,000 | | | | | 800,000 | | 200,000 | 0 | 1,000,000 | |
| 10.7 | TDCHR Financial Planning | | | | | | | | | | | (3) | | | 150,000 | | | | 0 | | 0 | 150,000 | 150,000 | |
| 10.8 | TDCHR Public Involvement/Public Information/Publications | | | | | | | | | | | (3) | | | 140,000 | | | | 0 | | 0 | 140,000 | 140,000 | |
| 10.9 | HRT Transit Strategic Plan | | | | | | | 52,000 | 6,500 | 6,500 | | (3) | | | 72,954 | 52,000 | 6,500 | 6,500 | 104,000 | | 13,000 | 85,954 | 202,954 | |
| 10.10 | TDCHR Feasibility/Corridor Studies | | | | | | | | | | | (1, 2, 3) | 600,000 | 650,000 | | | | | 600,000 | | 650,000 | 0 | 1,250,000 | |
| 11.0 | VDOT Regional Planning | 263,494 | 65,873 | 0 | | | | | | | | | | | | | | | 263,494 | | 65,873 | 0 | 329,367 | |
| 12.0 | HRTPO Contingency Funding | | | | 1,949,945 | 243,743 | 243,743 | | | | | | | | | | | | 1,949,945 | | 243,743 | 243,743 | 2,437,431 | |
| 13.0 | HRTAC Administration | | | | | | | | | | 270,084 | | | | | | | | | 270,084 | | | 270,084 | |
| 14.0 | HRRTF Administration | | | | | | | | | | 28,529 | | | | | | | | 0 | 28,529 | 0 | 0 | 28,529 | |
| | TOTAL | 263,494 | 65,873 | 0 | 4,447,298 | 555,912 | 555,912 | 1,024,582 | 128,073 | 128,073 | 298,613 | | 1,400,000 | 850,000 | 362,954 | 132,978 | 16,622 | 16,622 | 7,268,352 | 298,613 | 1,616,480 | 1,063,561 | 10,247,007 | |

Local Match provided by Hampton Roads Planning District Commission, Hampton Roads Transit, Williamsburg Area Transit Authority, and Suffolk Transit.

(fn) = Footnote - See below:

(1) = CMAQ Funds (3) = State/Local Funds

(2) = RSTP Funds

Last Revised 10/16,2025 - See List of Revisions, Page vi for details

Table D: Budget by Recipient
Hampton Roads Transportation Planning Organization FY 2026 Unified Planning Work Program
(Funding in Dollars)

| | | HRTPO | | | | VDOT | | HRT | | | WATA | | | SUFFOLK TRANSIT | | | | TOTAL | | | | | | |
|--------|---|---------------|------------------------|------|----------------------------|----------------|------------|------------------------|---------|----------------------------|------------------------|------|----------------------------|------------------------|------|----------------------------|---------------|----------------|------------------------|------------|---------|----------------------------|-------------|--|
| Task # | Task Title | FHWA PL Funds | FTA Section 5303 Funds | (fn) | Other Funds (See Footnote) | FHWA SPR Funds | HRTF Funds | FTA Section 5303 Funds | (fn) | Other Funds (See Footnote) | FTA Section 5303 Funds | (fn) | Other Funds (See Footnote) | FTA Section 5303 Funds | (fn) | Other Funds (See Footnote) | FHWA PL Funds | FHWA SPR Funds | FTA Section 5303 Funds | HRTF Funds | (fn) | Other Funds (See Footnote) | GRAND TOTAL | |
| 1.0 | Long-Range Transportation Plan | 406,250 | 98,988 | | | | | | | | | | | | | | 406,250 | | 98,988 | | | | 505,238 | |
| 2.0 | Transportation Project Programming | 204,020 | 111,528 | | | | | | | | | | | | | | 204,020 | | 111,528 | | | | 315,548 | |
| 3.0 | Performance Management | 398,452 | | | | | | | | | | | | | | | 398,452 | | 0 | | | | 398,452 | |
| 4.0 | Public Participation | 348,303 | 72,759 | | | | | | | | | | | | | | 348,303 | | 72,759 | | | | 421,062 | |
| 5.0 | Unified Planning Work Program | 64,722 | 24,418 | | | | | | | | | | | | | | 64,722 | | 24,418 | | | | 89,140 | |
| 6.0 | Regional Freight Planning | | 38,876 | | | | | | | | | | | | | | 0 | | 38,876 | | | | 38,876 | |
| 7.0 | Safety, Security, & Resiliency Planning | | 101,788 | | | | | | | | | | | | | | 0 | | 101,788 | | | | 101,788 | |
| 8.1 | Technical Support, Research & Special Studies | 379,502 | 38,398 | | | | | | | | | | | | | | 379,502 | | 38,398 | | | | 417,900 | |
| 8.2 | Active Transportation Planning | 113,050 | 64,498 | | | | | | | | | | | | | | 113,050 | | 64,498 | | | | 177,548 | |
| 8.3 | Impact of Virginia's State of Good Repair Program on Regional Bridge Conditions | 80,497 | | | | | | | | | | | | | | | 80,497 | | 0 | | | | 80,497 | |
| 8.4 | Passenger Rail Planning | | 65,570 | | | | | | | | | | | | | | 0 | | 65,570 | | | | 65,570 | |
| 8.5 | Hampton Roads Intraregional Freight Movement Analysis | 156,542 | | | | | | | | | | | | | | | 156,542 | | 0 | | | | 156,542 | |
| 8.6 | Hampton Roads Rail Crossing Study | 49,646 | | | | | | | | | | | | | | | 49,646 | | 0 | | | | 49,646 | |
| 9.0 | HRTPO Administration | 920,707 | 197,871 | | | | | | | | | | | | | | 920,707 | | 197,871 | | | | 1,118,578 | |
| 10.1 | HRTPO Coordination of Regional Transit Planning Process | | 31,034 | | | | | | | | | | | | | | 0 | | 31,034 | | | | 31,034 | |
| 10.2 | TDCHR - Performance Monitoring and Evaluation | | | | | | | 150,000 | (5) | 101,154 | | | | | | | | | 150,000 | | (5) | 101,154 | 251,154 | |
| 10.3 | WATA - Performance Monitoring and Evaluation | | | | | | | | | | 200,000 | | | | | | | | 200,000 | | | | 200,000 | |
| 10.4 | Suffolk Transit Performance Monitoring | | | | | | | | | | | | 10,000 | | | | | | 10,000 | | | | 10,000 | |
| 10.5 | HRT Disadvantaged Business Enterprise Planning | | | | | | | 10,000 | (5) | 69 | | | | | | | | | 10,000 | | (5) | 69 | 10,069 | |
| 10.6 | goCommute - Regional Transportation Demand Management Program | | | | | | | | (2) | 1,000,000 | | | | | | | | | 0 | | (1) | 1,000,000 | 1,000,000 | |
| 10.7 | TDCHR Financial Planning | | | | | | | | (3) | 150,000 | | | | | | | | | 0 | | (3) | 150,000 | 150,000 | |
| 10.8 | TDCHR Public Involvement/Public Information/Publications | | | | | | | | (3) | 140,000 | | | | | | | | | 0 | | (3) | 140,000 | 140,000 | |
| 10.9 | HRT Transit Strategic Plan | | | | | | | 65,000 | (3,5) | 137,954 | | | | | | | | | 65,000 | | (3) | 137,954 | 202,954 | |
| 10.10 | TDCHR Feasibility/Corridor Studies | | | | | | | | (1,2,3) | 1,250,000 | | | | | | | | | 0 | | (1,2,3) | 1,250,000 | 1,250,000 | |
| 11.0 | VDOT Regional Planning | | | | | 329,367 | | | | | | | | | | | | 329,367 | 0 | | | | 329,367 | |
| 12.0 | HRTPO Contingency Funding | 2,437,431 | | | | | | | | | | | | | | | 2,437,431 | | 0 | | | | 2,437,431 | |
| 13.0 | HRTAC Administration | | | (4) | 270,084 | | | | | | | | | | | | | | | 270,084 | | | 270,084 | |
| 14.0 | HRRTF Administration | | | (6) | 28,529 | | | | | | | | | | | | | | 0 | 28,529 | | | 28,529 | |
| | TOTAL | 5,559,122 | 845,728 | | 298,613 | 329,367 | 0 | 225,000 | | 2,779,177 | 200,000 | | 0 | 10,000 | | 0 | 5,559,122 | 329,367 | 1,280,728 | 298,613 | | 2,779,177 | 10,247,007 | |

(fn) = Footnote - See below:

(1) = CMAQ Funds

(2) = RSTP Funds

(3) = State/Local Funds

(4) = HRTF Funds

(5) = Section 5303 Carryover Funds

(6) = HRRTF Funds

Last Revised 10/16/2025 - See List of Revisions, Page vi for details

Table E: Comparison of UPWP Tasks - FY 2026 versus FY 2025

| FY 2026 Task # | FY 2026 Task Title | FY 2026 Budget | FY 2025 Budget | Change in Task Budget | Comments on Changes in Task Budgets |
|-----------------------|---|-----------------------|-----------------------|------------------------------|--|
| 1.0 | Long-Range Transportation Plan | \$505,238 | \$656,442 | -\$151,204 | Adjusted to better reflect work anticipated under this task. |
| 2.0 | Transportation Project Programming | \$315,548 | \$339,379 | -\$23,831 | |
| 3.0 | Performance Management | \$398,452 | \$221,718 | \$176,734 | Adjusted to better reflect work anticipated under this task. |
| 4.0 | Public Participation | \$421,062 | \$403,745 | \$17,317 | |
| 5.0 | Unified Planning Work Program | \$89,140 | \$92,478 | -\$3,338 | |
| 6.0 | Regional Freight Planning | \$38,876 | \$93,788 | -\$54,912 | Adjusted to better reflect work anticipated under this task, with additional related work under new Task 8.5 |
| 7.0 | Safety, Security, and Resiliency Planning | \$101,788 | \$75,153 | \$26,635 | Adjusted to better reflect work anticipated under this task. |
| 8.1 | Technical Support, Research, and Coordination | \$417,900 | \$390,846 | \$27,054 | |
| 8.2 | Hampton Roads Active Transportation Planning | \$177,548 | \$163,689 | \$13,859 | |
| 8.3 | Impact of Virginia's State of Good Repair Program on Regional Bridge Conditions | \$80,497 | | \$80,497 | N/A - New Task in FY 2026 |
| 8.4 | Passenger Rail Planning | \$65,570 | \$61,166 | \$4,404 | |
| 8.5 | Hampton Roads Intraregional Freight Movement Analysis | \$156,542 | | \$156,542 | N/A - New Task in FY 2026 |
| 8.6 | Hampton Roads Rail Crossing Study | \$49,646 | \$45,759 | \$3,887 | |
| 9.0 | HRTPO Administration | \$1,118,578 | \$1,088,533 | \$30,045 | |
| 10.1 | Coordination of Regional Transit Planning Process | \$31,034 | \$34,031 | -\$2,997 | |
| 12.0 | HRTPO Contingency Funding | \$2,467,431 | \$2,374,369 | \$93,062 | N/A |
| 13.0 | HRTAC Administration | \$270,084 | \$270,084 | \$0 | |
| 14.0 | HRRTF Administration | \$28,529 | \$31,561 | -\$3,032 | |
| | Total | \$6,733,463 | \$6,342,741 | | |

Last Revised 10/16/2025 - See List of Revisions, Page vi for details

9.0 HRTPO ADMINISTRATION

A. Background

This task accounts for the administrative support necessary for the maintenance of the Hampton Roads Transportation Planning Organization (HRTPO) processes, including participation in technical committees led by federal, state, and local governments.

Federal regulations charge the HRTPO with developing transportation plans and programs that provide for transportation facilities and services that function as an intermodal system. The process for developing these plans and programs is commonly referred to as the 3-C Process. The 3-C Process requires that a Continuing and Comprehensive transportation planning process be carried out Cooperatively by states and local governments.

HRTPO staff monitors developing legislation and works to keep the Board well-informed with regard to the potential impacts of such legislation.

Work under this task includes the preparation of agendas, minutes, and other materials associated with meetings of the HRTPO Board and its advisory committees, as well as staff participation in such meetings.

B. Work Elements (WE)

Work activities include the following:

1. Administration of PL and Section 5303 grants.
2. Administration of pass-through agreements with Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), and Suffolk Transit.
3. Monitoring and providing HRTPO Board briefings on developing and approved federal and state legislation related to transportation.
4. Preparation of an Annual Regional Legislative agenda for submission to the General Assembly.
5. Coordination of HRTPO attorney comments and recommendations on legislation.
6. Preparation of quarterly and annual financial reports and summaries of progress during the fiscal year.
7. Preparation of intergovernmental reviews, as necessary.
8. HRTPO staff training – may include technical training as well as participation in workshops and conferences.
9. HRTPO staff participation in statewide and national organizations, including the Virginia Association of Metropolitan Planning Organizations (VAMPO), the Transportation

Research Board (TRB), and the Virginia Chapter of the American Planning Association (VA APA).

10. HRTPO participation in meetings of the Commonwealth Transportation Board (CTB).
 11. Updating and revising the HRTPO Board Member Handbook, as necessary.
 12. Preparation of agendas, minutes, and associated materials for HRTPO Board meetings.
 13. Preparation of agendas, minutes, and associated materials for meetings of HRTPO advisory committees and subcommittees, including the following:
 - a. Transportation Technical Advisory Committee (TTAC)
 - b. Transportation Advisory Committee (TAC)
 - c. Community Advisory Committee (CAC)
 - d. Freight Transportation Advisory Committee (FTAC) – administrative work to be performed by Virginia Port Authority and HRTPO staff
 - e. Hampton Roads Regional Legislative Committee
 - f. Transportation Programming Subcommittee (TPS)
 - g. Hampton Roads Transportation Operations (HRTO) Subcommittee
 - h. Long-Range Transportation Plan (LRTP) Subcommittee
 - i. Active Transportation Subcommittee (ATS)
 - j. goCommute SubcommitteeHRTPO staff will provide support to the goCommute as it oversees its annual budget and work, format and content of the goCommute annual report, budget and work revision requests, etc.
 14. Participation in technical committees led by federal, state, and local governments. These include, but are not limited to:
 - a. Transportation Research Board (TRB) committees
 - b. VTRC's System Operations Research Advisory Committee (SORAC)
 - c. VTRC's Transportation Planning Research Advisory Committee (TPRAC)
 - d. Regional Concept for Transportation Operations – Traffic Incident Management (RCTO-TIM) Working Group
 15. Support of and participation in informal work groups and advisory committees, as appropriate.
 16. Coordination of orientation and other training for HRTPO Board members and members of advisory committees.
 17. Provision of interagency coordination and attending meetings of local governments, local transit operators, and state transportation departments, as well as other agencies, as appropriate.
 18. Preparation of grant applications for Federal and State funding of transportation infrastructure in the Hampton Roads region.
-

19. Maintain funding opportunity resources spreadsheets. For more information see: [Funding Opportunity Resources | Hampton Roads, VA.](#)

19-20. [Update Agency's Disadvantaged Business Enterprise \(DBE\) Plan as directed by VDOT](#)

C. End Products

1. WE 1 – Processed and signed PL, ~~and~~ Section 5303, ~~and~~ SPR agreements
2. WE 2 – Processed and signed pass-through agreements
3. WE 3 – Presentation to the HRTPO Board, as necessary
4. WE 4 – Annual Regional Legislative Agenda
5. WE 6 – Quarterly and annual financial and progress reports delivered to VDOT
6. WE 11 – Updates to the HRTPO Board Member Handbook, as necessary
7. WE 12 – Agendas, minutes, and associated materials for monthly HRTPO Board meetings
8. WE 13 – Agendas, minutes, and associated materials for meetings of advisory committees and subcommittees
9. WE 18 – Completed and submitted State and Federal grant applications, as necessary.
10. WE 19 – Periodic updates to funding information, as needed.
- 10-11. [WE 20 – Updated DBE Plan](#)

D. Schedule

1. WE 1 – Grant agreements are generally processed one to two months prior to the beginning of the next state fiscal year
2. WE 2 – Pass-through agreements are generally processed one to two months prior to the beginning of the next federal fiscal year
3. WE 3 – Ongoing
4. WE 4 – Second Quarter
5. WE 5 – Ongoing
6. WE 6 – Quarterly
7. WE 7-11 – Ongoing
8. WE 12 – Monthly and as needed
9. WE 13 – As needed
10. WE 14-17 – Ongoing
11. WE 18 – Ongoing
12. WE 19 – Ongoing
- 12-13. [WE 20 – Second Quarter](#)

D. Participants

HRTPO, local governments, HRT, WATA, VDOT, DRPT, FHWA, FTA, other State and federal agencies.

E. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

| ENTITY | PL | 5303 | | TOTAL |
|--------|-----------|-----------|--|-------------|
| | | | | |
| HRTPO | \$944,427 | \$169,151 | | \$1,113,578 |
| | | | | |

D. HRTPO Annual Roadway Performance Report – 2025 Edition: Final

HRTPO staff annually prepares a report detailing average weekday traffic volumes for major roadways in Hampton Roads. This *HRTPO Annual Roadway Performance Report* also includes an analysis of roadway speed data collected by INRIX and an analysis of peak period roadway congestion levels.

The draft version of the *HRTPO Annual Roadway Performance Report* was made available for public review and comment from September 3, 2025, through September 19, 2025 with no comments received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the final report.

The final *HRTPO Annual Roadway Performance Report* can be accessed using the following link:
<https://www.hrtpo.org/DocumentCenter/View/14929/T25-06-HRTPO-Annual-Roadway-Performance-Report-2025-PDF>.

RECOMMENDED ACTION:

Approve the final report.

E. 2024 CMAQ and RSTP Project Selection Process Report: Final

As the Metropolitan Planning Organization (MPO) for the Hampton Roads area, the HRTPO is responsible for project selection and allocation of funds under federal funding programs, including the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Regional Surface Transportation Program (RSTP). The process used by the HRTPO to select projects to receive funds from these two programs is referred to as the CMAQ/RSTP Project Selection Process and is conducted annually.

The report summarizes the work of selecting CMAQ and RSTP projects during the 2024 CMAQ/RSTP Project Selection Process. Selected projects received allocations of CMAQ or RSTP funds in Fiscal Year 2031. The CMAQ and RSTP projects and allocations were approved by the HRTPO Board on January 16, 2025 with a total of \$52.4 million in funding distributed from the two federal programs to 31 individual improvement projects across the region.

The final *2024 CMAQ/RSTP Project Selection Process Report* can be accessed using the following link: <https://www.hrtpo.org/DocumentCenter/View/14985/T25-08-CMAQ-RSTP-PSP-2024-Report-PDF>. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the final report.

RECOMMENDED ACTION:

Approve the final report.

F. Preliminary Siting Analysis for Proposed Suffolk Train Station: Final

In FY 2025, at the request of the City of Suffolk, HRTPO staff proceeded to “conduct preliminary analysis for selecting a geographically feasible site for the proposed Suffolk rail station.” The HRTPO preliminary siting analysis resulted in three sites not meeting the subject requirements, three sites rejected for other reasons, and three sites meeting the requirements. Dr. Robert Case, HRTPO Chief Transportation Engineer, presented the findings to the Suffolk City Council on June 4, 2025 and the HRTPO Transportation Technical Advisory Committee (TTAC) on September 3, 2025.

The draft report was made available for public review and comment from September 4, 2025 through September 19, 2025 with no comments received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the final report.

The final report is available at the following link:

<https://hrtpo.org/DocumentCenter/View/14938/T25-07-Suffolk-Train-Station-Report-PDF>

RECOMMENDED ACTION:

Approve the final report.

G. FY 2024-2027 Transportation Improvement Program (TIP) Amendment
Exempt from Conformity Amendment

i. Newport News – FY 2024-2027 TIP Amendment
UPC 115376 – Permanent Message Boards

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add the Right of Way (RW) Phase, and to revise the cost estimate, schedule, and obligations for UPC 115376, a Newport News project.

The specifics of the request are described below:

- **UPC 115376 – Permanent Message Boards**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$170,000
 - Right of Way (RW): \$50,000
 - Construction (CN): \$1,010,000
 - Total Cost Estimate: \$1,230,000
 - Revise Schedule as follows:
 - PE Start: 1/23/2026; End: 6/30/2028
 - RW Start: 6/30/2028; End: 4/5/2030
 - CN Start: 4/5/2030; End: 3/24/2031
 - Revise Obligations as follows:
 - Remove FY 2025 PE Phase Congestion Mitigation and Air Quality (CMAQ) Improvement Program obligation of \$80,000 and \$20,000 CMAQ match
 - Add FY 2026 PE Phase CMAQ obligation of \$136,000, plus \$34,000 CMAQ match
 - Remove FY 2027 CN Phase CMAQ obligation of \$320,000 and \$80,000 CMAQ match

UPC 115376 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Other* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is related to informational signs. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from September 25, 2025 through October 9, 2025 with no comments received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

ITEM #6: UPCOMING LONG BRIDGE CONSTRUCTION PROJECT AND PROPOSED SERVICE CHANGES

Michael McLaughlin, Virginia Passenger Rail Authority (VPRA)

The upcoming Long Bridge construction project, a \$2.3 billion infrastructure investment, is a cornerstone project of VPRA that will expand passenger rail capacity over the Potomac River. The project involves constructing a new, two-track railroad bridge beside the existing one, aiming to reduce rail congestion and increase capacity to meet future demand.

To proceed with construction while complying with the District of Columbia's noise and vibration regulations, VPRA has negotiated a 5-hour work (construction) window with CSX, Amtrak, Virginia Railway Express, and the Long Bridge contractor, from 8:15 a.m. to 1 p.m., Monday through Saturday. This work (construction) window is scheduled to begin in January 2026 and is expected to last five years, through 2030.

The implementation of the work (construction) window will result in changes to passenger rail service to and from the Hampton Roads region. During construction, one of the three trains serving Norfolk will be replaced by a bus, and similarly, one of the three trains serving Newport News will be replaced by bus service. The proposed changes to Hampton Roads trains during construction, along with other adjustments to passenger and freight operations across the Commonwealth, were presented to the VPRA Board members at their meeting on October 7th. Information on the project and associated service changes is included in the VPRA Background memo, included as part of this agenda (Attachment 6A).

HRTPO and VPRA staff, along with other stakeholders, have been engaged in discussions over the past month to understand these changes and their potential impacts on rail ridership and to explore alternatives for maintaining passenger rail service to and from the region during the construction period. In addition, 15 HRTPO Board member localities/regional organizations have separately communicated with VPRA, reiterating their concerns regarding the potential impacts on rail ridership in both the short term and long term.

HRTPO staff followed up with a letter to Amtrak requesting their support for VPRA's efforts to review and evaluate all alternatives to the current plan, including maintaining rail service to Alexandria during construction, to ensure that vital rail service is preserved and the positive passenger rail ridership gains seen in Hampton Roads are maintained (Attachment 6B).

Mr. Michael McLaughlin, VPRA Chief Operating Officer, will brief the HRTPO Board on this item. Staff recommends that the HRTPO Board discuss the information presented and provide comments as appropriate.

Attachment 6A: VPRA Background Memo

Attachment 6B: HRTPO Letter to Amtrak

RECOMMENDED ACTION:

For informational purposes.

Virginia Passenger Rail Authority (VPRA) Background Memo:

Transforming Rail in Virginia, the Long Bridge Project, and Service Impacts

Transforming Rail in Virginia

Transforming Rail in Virginia (TRV) is creating generational investments to improve the future of rail transportation in Virginia, making it more convenient, reliable, and affordable. TRV projects are administered through the Virginia Passenger Rail Authority (VPRA), which is partnering with passenger rail operators Amtrak and Virginia Railway Express (VRE) and freight operators Norfolk Southern and CSX to expand passenger rail service throughout the Commonwealth. You can learn more about TRV here: <https://vapassengerrailauthority.org/transformingrail/>.

Long Bridge and Related Projects

The Long Bridge Project is the cornerstone of VPRA's many ongoing projects, as all passenger trains in Virginia travel over the Long Bridge. It connects the Northeastern US to the Southeast along the heavily congested and densely populated I-95 corridor. It will add a new two-track railroad bridge next to the existing Long Bridge across the Potomac River, doubling rail capacity and alleviating congestion between Arlington, VA, and Washington, DC.

Additional elements along the 1.8-mile project corridor include a new ped-bike bridge and improvements to five other bridges and related railroad infrastructure. Along with the Alexandria Fourth Track Project that ties into the south end of the Long Bridge Project in Arlington and the L'Enfant 4th Track Project that ties into the northern end of the Long Bridge Project near 9th Street Southwest in the District, these series of projects will create a dedicated two-track 8-mile passenger rail corridor immediately adjacent to a dedicated two-track CSX freight rail corridor.

Completion of Long Bridge and these related projects will allow for the following:

- Increased rail capacity that enables more frequent Amtrak and VRE rail service
- Improved on-time reliability for all passenger trains in Virginia
- Additional rail capacity for freight trains that serve the Port of Virginia
- Improved safety for both freight and passenger rail operators

More information about the Long Bridge Project can be found here: <https://vapassengerrailauthority.org/projects/longbridgeproject/>.

Construction and Service Disruptions

Starting in January 2026, VPRA and its contractors will advance the Long Bridge Project to major construction. Since the vast majority of the project will be constructed in the District of Columbia, VPRA will have to follow the District's noise ordinance that only allows construction to occur from 7AM to 7PM, when the vast majority of passenger and freight trains operate through the area. In addition, since the northern section of the project near Washington Channel and Maine Avenue in the District will be constructed immediately adjacent to active tracks (see attached images), for safety purposes rail service will halt while bridges and track in the District will be constructed during an almost 5-hour work window starting at 8:15 AM.

As a result, Amtrak, VRE, and CSX will begin to make temporary service adjustments. Service changes may include:

- **Schedule Adjustments:** Train departure and arrival times may be altered to accommodate construction, and some trains may be canceled.
- **Intercity Bus Service:** Express, intercity bus service will be used to transport passengers between stations, temporarily replacing one roundtrip train to Norfolk and adding an additional bus option to and from Newport News.
 - Hampton Roads currently has five Amtrak intercity round trips, and starting in January it will have four Amtrak roundtrips and two bus routes, for a total of six options to connect to Washington Union Station and beyond (see attached graphics).

VPRA is working with our freight and passenger rail partners – some of whom are working to reschedule service from New England to Chicago to Florida to accommodate these work windows – to preserve as much of the current service as possible for both passengers and freight. While we are still working through the details, both Amtrak and VRE will prioritize riders first and foremost and will offer reliable, real-time information to customers so they can plan trips accordingly.

Service Changes Timing

Major construction is anticipated to begin in January 2026 and be completed in 2030. Plans call for construction to take place midday during a dedicated, nearly five-hour window from 8:15 a.m. to 1 p.m.

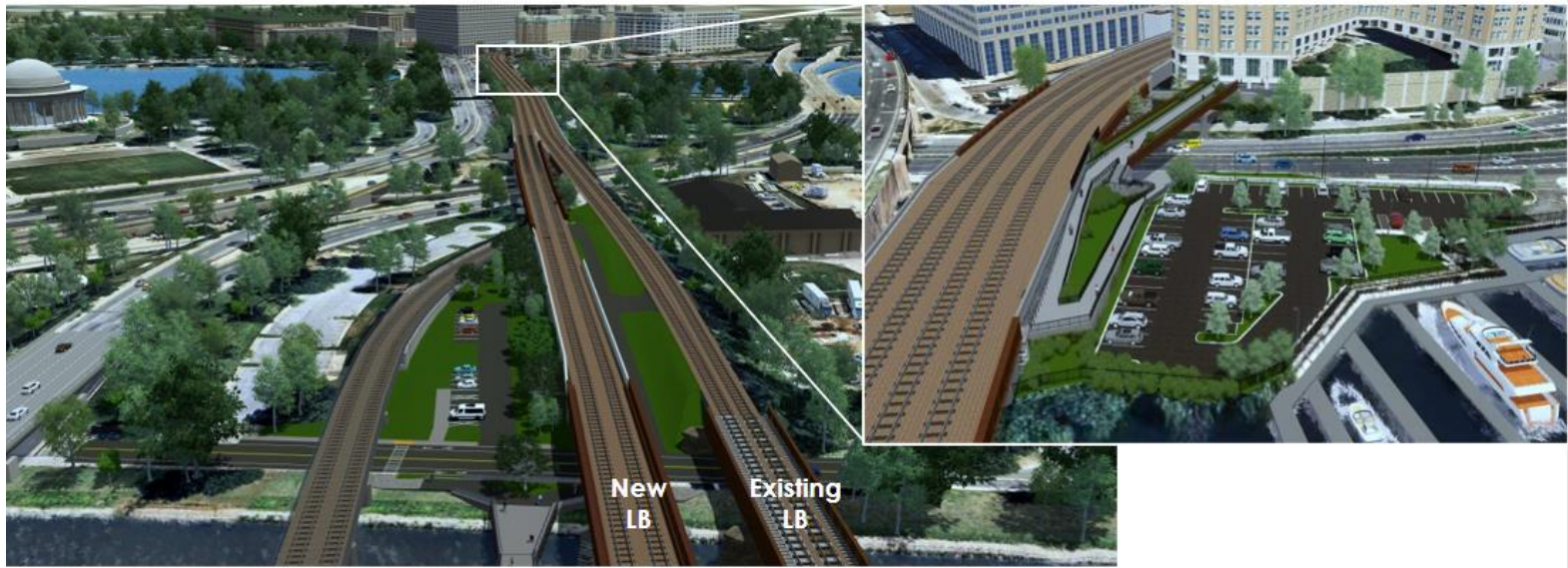
Next Steps

Prior to January 2026, you will hear more from Amtrak and VRE as they publish their revised schedules and communicate to the public via their usually available communication tools and channels. VPRA has created a service guide with information about the upcoming service changes and trip planning tools, <https://vapassengerrailauthority.org/plan-my-trip/service-guide/>.

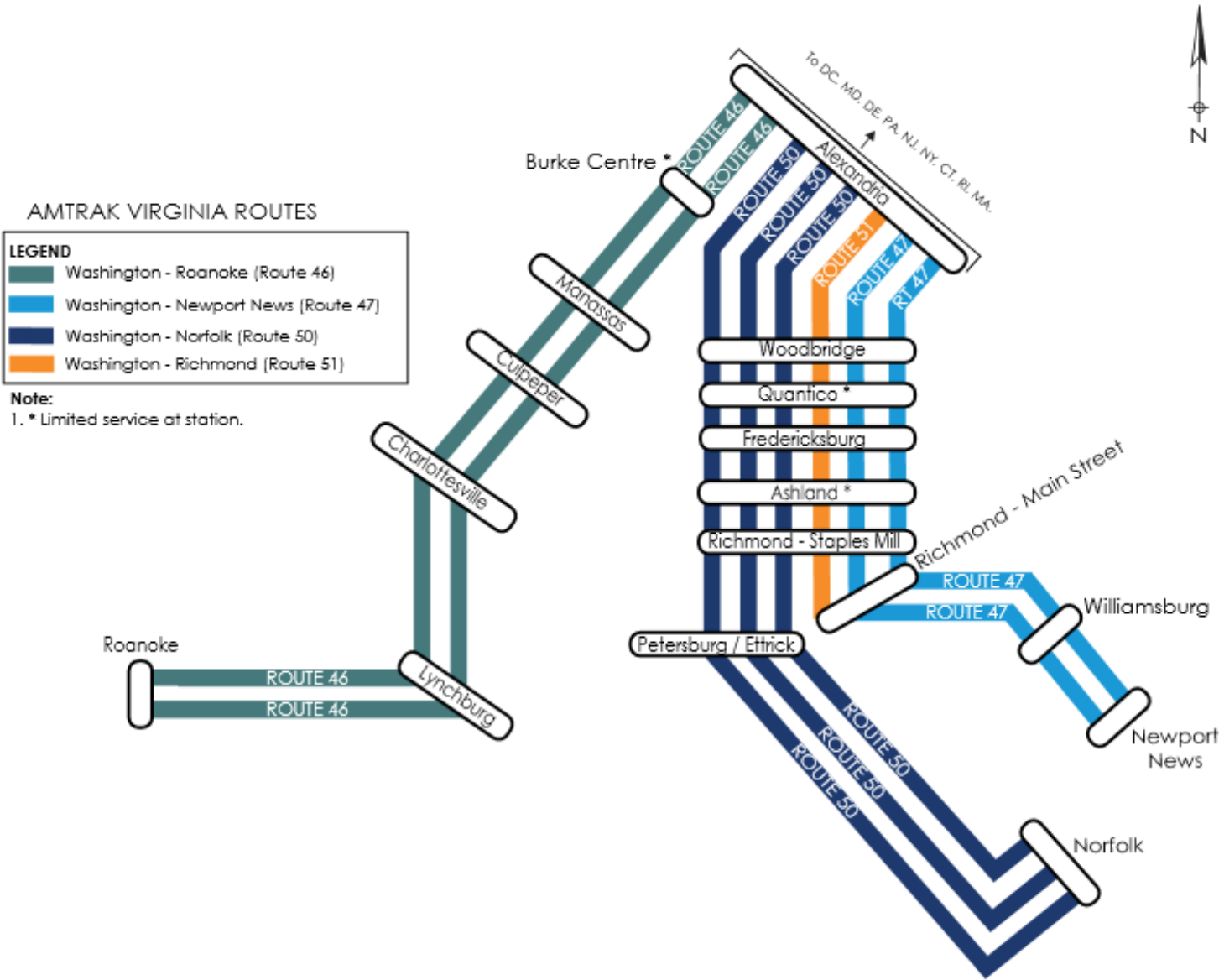
Additionally, beginning in mid-October, Amtrak's website will be updated to reflect the revised service schedule that will be in effect for all trips taking place after January 12, 2026.

It's important to note that VPRA, VRE, and Amtrak will closely monitor service changes following their implementation in January 2026 and continue to make adjustments in response to riders' needs.

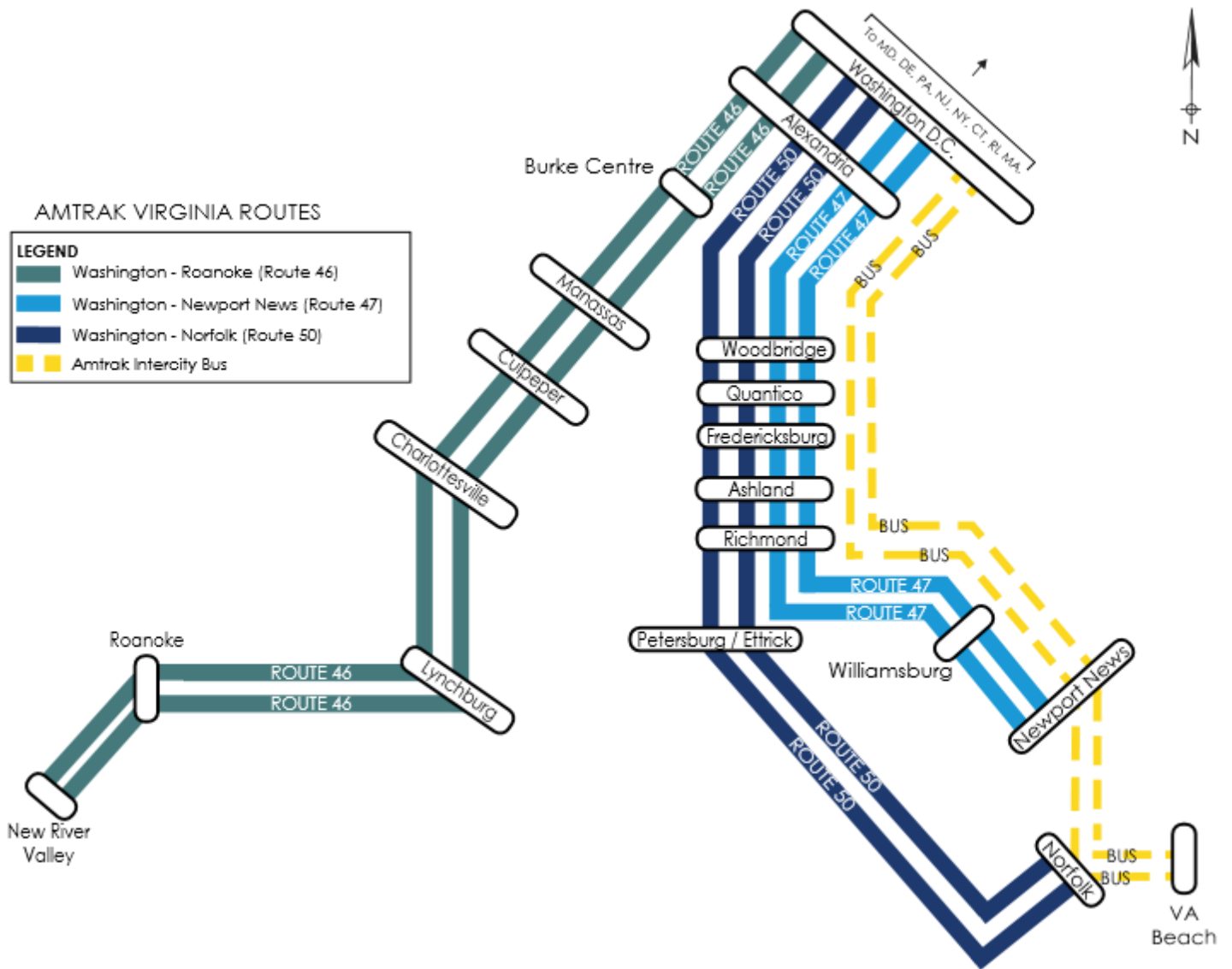
Long Bridge North Segment near Washington Channel and Maine Avenue



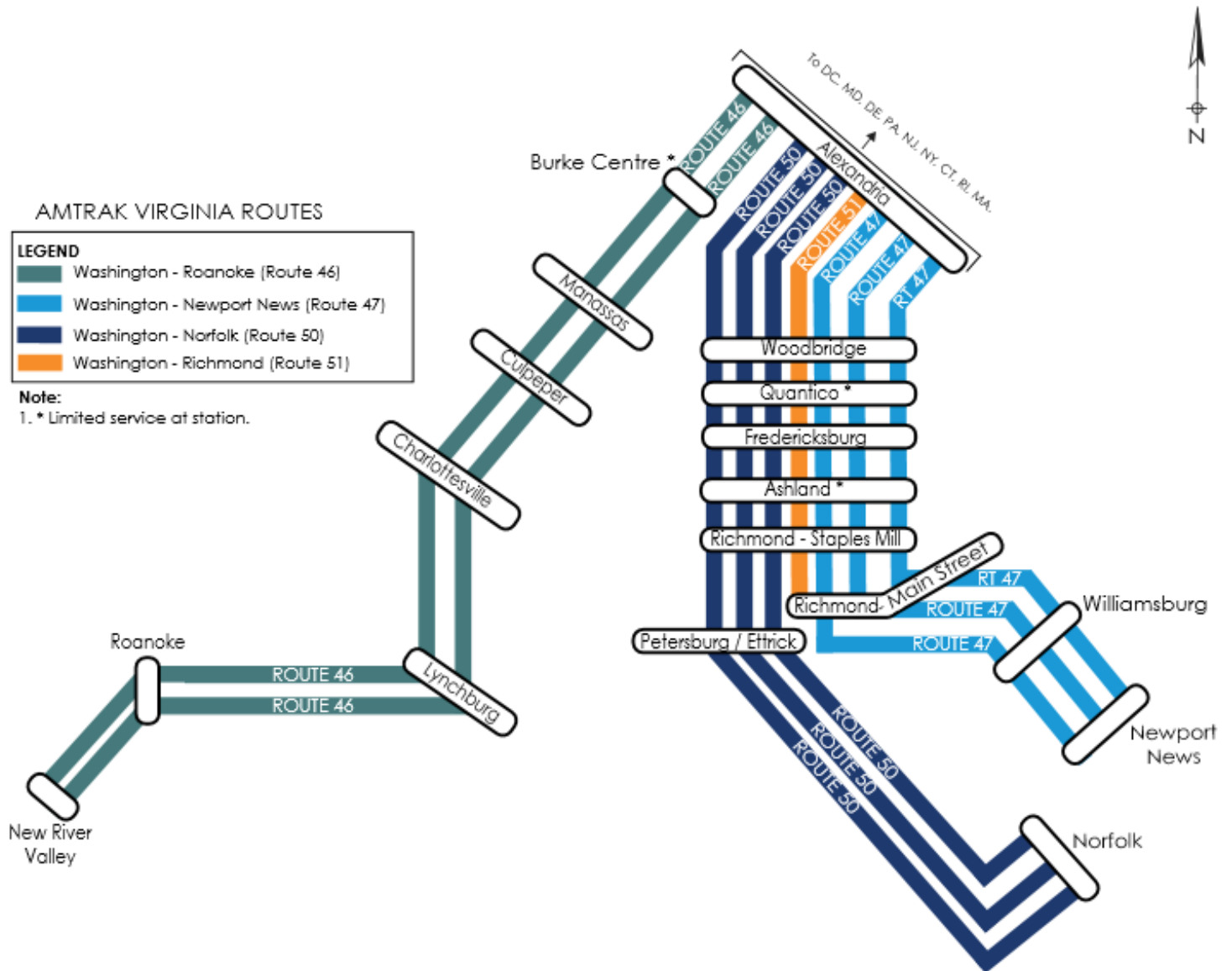
Current Amtrak Service



Construction Phase



Long Bridge Completed





Michael J. Hipple, Chair | Richard W. West, Vice-Chair
Robert A. Crum, Jr., Executive Director/Secretary

October 6, 2025

Mr. Roger Harris, President
Amtrak
1 Massachusetts Ave, NW
Washington DC 20001

RE: Passenger Rail Service in Hampton Roads

Dear Mr. Harris:

On behalf of the Hampton Roads Transportation Planning Organization (HRTPO), the Metropolitan Planning Organization (MPO) for the Hampton Roads area, I am requesting Amtrak's support in maintaining passenger rail service in the Hampton Roads region during the upcoming Long Bridge construction project.

Over the past month or so, we have participated in discussions with the Virginia Passenger Rail Authority (VPRA) staff to gain a deeper understanding of the specifics of the Long Bridge project, including its construction schedule and timeline. During these discussions, VPRA staff mentioned a 5-hour work (construction) window negotiated with CSX, Amtrak, Virginia Railway Express, and the Long Bridge contractor, from 8:15 a.m. to 1:00 p.m., Monday through Saturday, to carry out construction efficiently while adhering to the District of Columbia's noise and vibration regulations. We understand that this work window is set to begin in January 2026 and is expected to last five years, through 2030.

Implementing this work window will result in changes to passenger rail service to and from the Hampton Roads region. During construction, one of the three trains serving Norfolk will be replaced by a bus, and similarly, one of the three trains serving Newport News will be replaced by bus service. While the negotiated work window is necessary for timely construction, we are concerned that these changes—replacing rail service with buses during the construction period through 2030—could reverse the positive passenger rail ridership gains seen in Hampton Roads and potentially have an impact on long-term ridership due to the differences in seating capacity and travelers' preference for the train experience.

Additionally, the Virginia Department of Transportation (VDOT) is currently advancing the I-64 Gap Widening Project, which will add an extra travel lane in each direction along a 29-mile segment of the I-64 corridor between Richmond and the Hampton Roads area. Upon completion, the project will increase capacity, improve reliability, and enhance mobility and connectivity between the two regions. The project is anticipated to be completed in 2029. The challenges of ongoing construction along this corridor, including potential lane and shoulder closures, traffic delays, and detours, could increase the travel time of the proposed bus service between Hampton Roads and Washington, D.C., and potentially further impact ridership.

Mr. Roger Harris, President

October 6, 2025

Page 2

The Hampton Roads regional community has fully embraced passenger rail travel as a vital transportation option, as evidenced by the over 937,000 riders who used Hampton Roads passenger trains in Fiscal Year 2025, accounting for 65% of all state-supported Amtrak riders in Virginia during that same year. Faster and more reliable passenger rail service to and from our region remains a top priority for the HRTPO Board.

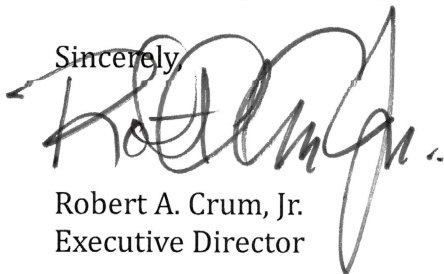
We have been working with the VPRA staff to explore alternatives to this proposal that would allow us to maintain passenger rail service to and from the region during construction. One of the ideas discussed involves terminating specific rail routes during the construction at the Amtrak station in Alexandria (ALX). This would then be followed by an Amtrak bus connection to Washington Union Station (WAS), where residents and travelers from our region can connect to Amtrak services along the Northeast Corridor (NEC) and other destinations. This approach would keep passenger rail service active in the region while managing the work(construction) window requirements.

In follow-up discussions, VPRA staff explained the logistics and complexity of implementing changes to the current plan, considering Amtrak's existing equipment challenges and the need for additional equipment to meet current demand across the system. Given the current rail infrastructure and operational complexities, a comprehensive view of passenger rail connections from Hampton Roads to Richmond, Washington, D.C., and along the NEC is essential to ensure that any proposed service changes during construction do not impact long-term ridership. In this context, we request Amtrak's support for VPRA's efforts to review and evaluate all alternatives to the current plan, including our proposal to maintain rail service to Alexandria. This will ensure that vital rail service in Hampton Roads is preserved both now and in the future.

Another key point to highlight is the upcoming **VA250**, a multi-year celebration marking the 250th anniversary of the American Revolution, the Revolutionary War, and U.S. independence. This flagship event is expected to attract more than 3 million visitors to our region for various activities leading up to the nation's semi-quincentennial in 2026. Ensuring passenger rail service during this period is crucial for providing visitors with alternative transportation options and offers a great opportunity for Amtrak to showcase the train travel experience.

Completing the Long Bridge construction project, one of the most significant railroad construction projects undertaken in the Commonwealth, will result in generational enhancements to rail infrastructure. We are enthusiastic about this project's positive, long-term effects on passenger rail service. HRTPO reiterates its commitment to support VPRA, Amtrak, and other partner efforts in advancing this critical project, expanding passenger rail service in Virginia, and providing a reliable travel option for the growing number of users.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert A. Crum, Jr.", is written over the word "Sincerely,".

Robert A. Crum, Jr.
Executive Director

Mr. Roger Harris, President

October 6, 2025

Page 3

Copy: Jennifer Mitchell, Amtrak EVP Strategy and Planning
Gerhard Williams, Amtrak EVP Service Delivery and Operations
Tiffany Robinson, DRPT Director and VPRA Board Chair
DJ Stadtler, VPRA Executive Director
Mike McLaughlin, VPRA Chief Operating Officer
Neal Crawford, VPRA Board Member
Thelma Drake, VPRA Board Member
Jim Spore, RVA757 Connects Board Member

ITEM #7: FISCAL YEAR 2025 AUDITED FINANCIAL STATEMENTS
Michael Garber, PBMAres [Action Requested]

PBMares, LLP has completed its annual review of the Fiscal Year (FY) 2025 financial statements of the Hampton Roads Planning District Commission (HRPDC) and the Hampton Roads Transportation Planning Organization (HRTPO).

The independent Auditors' Report states that the basic financial statements of the HRPDC/HRTPO are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States (U.S. GAAP). There were no material weaknesses or deficiencies identified in any of the internal controls or processes of the financial activity, and all information was free of any material misstatements. The audited financial statements, along with supplemental management letters, and the auditor's opinion report, based on census data reported to the Virginia Retirement System (VRS)), are available on the HRPDC and HRTPO websites using the following links.

HRTPO Website: <https://www.hrtpo.org/Archive.aspx?ADID=249>

HRPDC Website: <https://hrpdcva.gov/Archive.aspx?ADID=248>

Additional information that may be of value to Board members is the breakdown of the Fund Balance as shown in Attachment 7.

Mr. Michael Garber, Partner at PBMAres, will brief the HRTPO Board on this item. Both the PBMAres representative and Ms. Tealen Hansen, CFO HRPDC/HRTPO, will be available to address any questions the Board may have.

Attachment 7

RECOMMENDED ACTION:

Approve the FY 2025 Audited Financial Statements.

**FUND BALANCE REPORT
FROM FY2024 - FY2025**

| | FY2024 | FY2025 |
|--|----------------------------|---------------------------|
| TOTAL FUND BALANCE | 7,343,166 | 6,827,402 |
| LESS: | | |
| DESIGNATED* | (1,490,556) | (1,016,379) |
| RESERVES | (1,402,104) | (1,272,103) |
| Minus: Prepaid Expense | (72,139) | (33,939) |
| GASB 75 | (1,000,000) | (1,000,000) |
| LEAVE | <u>(666,947)</u> | <u>(666,049)</u> |
| AVAILABLE FUND BALANCE (UNASSIGNED) | 2,711,420 | 2,838,932 |
| CASH IN BANK: | | |
| TRUIST Investments | 522,646 | 529,864 |
| LGIP Investments | 7,200,398 | 6,532,890 |
| Checking & Petty Cash | <u>811,827</u> | <u>746,249</u> |
| TOTAL CASH IN BANK | 8,534,871 | 7,809,003 |
| Plus: A/R | 9,170,389 | 4,798,876 |
| Plus: Prepaid Expense | <u>72,139</u> | <u>33,939</u> |
| TOTAL CURRENT ASSETS/LIABILITIES & FUND BALANCE | 17,777,399 | 12,641,818 |
| Minus: A/P | (2,917,499) | (774,743) |
| Minus: Contracts A/P & Deferred Revenue | (7,507,562) | (5,030,936) |
| Minus: Misc. A/P | <u>(9,172)</u> | <u>(8,737)</u> |
| TOTAL LIABILITIES | <u>(10,434,233)</u> | <u>(5,814,416)</u> |
| TOTAL FUND BALANCE | 7,343,166 | 6,827,402 |
| DESIGNATED (Committed)* | (1,490,556) | (1,016,379) |
| RESERVES (Committed)* | (1,402,104) | (1,272,103) |
| Minus: Prepaid Expense | (72,139) | (33,939) |
| GASB 75 (Assigned) | (1,000,000) | (1,000,000) |
| LEAVE (Assigned) | <u>(666,947)</u> | <u>(666,049)</u> |
| AVAILABLE FUND BALANCE (Unassigned) | 2,711,420 | 2,838,932 |
| DIFF | 0 | 0 |
| | 272,507 | 127,512 |

Note 1: From Balance Sheet

Total Assets
Minus: Capital Assets
Minus: Accounts Payable
Minus: Trans Pass-Thru (Contracts Payable)
Minus: Misc. Accounts Payable
= Fund Balance

ITEM #8: HRTPO BYLAWS – PROPOSED AMENDMENT
Pavithra Parthasarathi, HRTPO

Per the HRTPO Bylaws, any HRTPO Board voting member may propose amendments to these bylaws by placing such proposed amendments in writing before the HRTPO Board at an HRTPO Board meeting. No vote shall be taken on the proposed amendments until the meeting that follows the meeting at which the written amendments were provided to the HRTPO Board. The public shall be provided access to inspect the proposed amendments. Approval of amendments shall require an affirmative vote of 2/3 of the voting membership of the HRTPO Board.

In response to a recommendation from the 2024 Federal Quadrennial Certification Review, a proposed update to the Bylaws has been prepared to clarify the HRTPO voting membership. This clarification is necessary as the voting membership does not align exactly with the boundaries of the Metropolitan Planning Area (MPA).

The MPA includes the Cities of Chesapeake, Hampton, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg; a portion of the City of Franklin; the Counties of Isle of Wight, James City, and York; and portions of the Counties of Gloucester and Southampton.

In contrast, the HRTPO Board’s voting membership consists of representatives from the full Cities of Chesapeake, Franklin, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg, along with the full Counties of Gloucester, Isle of Wight, James City, Southampton, and York.

ARTICLE III

Membership

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

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

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

4 General Assembly representatives (Two Senators, Two Delegates)

The full bylaws document, including the recommended revision, is attached for consideration by HRTPO Board members. Action will be recommended at the November 20, 2025 HRTPO Board meeting.

Ms. Pavithra Parthasarathi, HRTPO Deputy Executive Director, will present the proposed update.

Attachment 8

RECOMMENDED ACTION:

For informational purposes.

APPROVED: May 20, 2009
~~AMENDED: November 17, 2010~~
~~AMENDED: October 20, 2016~~
AMENDED: ~~July 21, 2022~~ November 20, 2025

Bylaws of the Hampton Roads Transportation Planning Organization

ARTICLE I

Preamble

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

ARTICLE II

Definitions

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

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

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

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

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

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

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

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

ARTICLE III

Membership

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

| | |
|--|--|
| City of Chesapeake | City of Suffolk |
| City of Franklin | City of Virginia Beach |
| Gloucester County | City of Williamsburg |
| City of Hampton | York County |
| Isle of Wight County | Williamsburg Area Transit Authority |
| James City County | Transportation District Commission of Hampton Roads |
| City of Newport News | Virginia Department of Transportation |
| City of Norfolk | Virginia Department of Rail and Public Transportation |
| City of Poquoson | Virginia Port Authority |
| City of Portsmouth | |
| Southampton County | |
| 4 General Assembly representatives (Two Senators, Two Delegates) | |

Non-Voting Members:

Virginia Department of Aviation
Federal Transit Administration
Federal Highway Administration
Federal Aviation Administration
Chief Administrative Officers for all Member Localities
Chair of the Community Advisory Committee
Chair of the Freight Transportation Advisory Committee
Peninsula Airport Commission and Norfolk Airport Authority

3.02 **Voting Representation.** The representative of each voting locality shall be an elected official appointed by the governing body of the locality. Each public transit organization shall

be represented by its Executive Director, and each state agency shall be represented by an official designated by the State Secretary of Transportation. With respect to the General Assembly representatives, one of the two senators shall reside in a Southside locality, and the other shall reside in a Peninsula locality, and both senators shall be selected by the Senate Rules Committee. Similarly, one of the two delegates shall reside in a Southside locality, and one delegate shall reside in a Peninsula locality, and both delegates shall be selected by the Speaker of the House. The appointed senators and delegates shall continue to serve as TPO Board members until his or her current term of elected office concludes.

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

3.04 Non-Voting Members. In addition to those non-voting members listed in 3.01, the TPO Board may extend an invitation to any additional parties deemed necessary and appropriate to become a non-voting member of the TPO Board. The Director of an agency invited as a non-voting member shall appoint the agency's representative to the TPO Board and shall notify the Chair and Executive Director/Secretary of the appointment.

ARTICLE IV

Voting

4.01 General. Any proposed action item brought before the TPO Board shall meet three criteria in order to receive approval: 1) the members voting for the action must represent a simple majority of the total number of voting members on the Board; 2) those members representing local governments voting for the action must cumulatively represent at least 66 percent of the population of the MPA, based on the most recent official figures from the Weldon Cooper Center for Public Service; and 3) those members representing local governments voting for the action must represent at least 60 percent of the local government members in attendance. Each local government in the MPA shall have one vote. In addition, the Williamsburg Area Transit Authority, the Transportation District Commission of Hampton Roads, the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, and the Virginia Port Authority shall each have one (1) vote.

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

4.03 Alternate Voting Members

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

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

ARTICLE V

Meetings

5.01 Regular Meetings. Regular meetings of the TPO Board shall be held at 10:30 a.m. on the 3rd Thursday of each month as approved by the TPO Board each calendar year at a place to be determined by the TPO Chair. The TPO Board may change the date, time, and place of any regular meeting at any prior meeting and may adjourn any meeting from time-to-time or to another place. The January meeting shall be the Annual Meeting of the TPO Board.

5.02 Special Meetings. Special meetings of the TPO Board may be called by the Chair at the Chair's discretion or by any five (5) voting members of the TPO Board upon reasonable notice under the circumstance to all members, of the time, place and purpose of the special meeting.

5.03 Quorum. A quorum shall be constituted as set forth in section 4.01.

5.04 Notices. Public notice of each regular meeting shall be given in accordance with the provisions of the Virginia Freedom of Information Act (ref.: Va. Code § 2.2-3707).

5.05 Meetings Open to the Public. In accordance with the provisions of the Virginia Freedom of Information Act, all meetings of the TPO Board or any committees or subcommittees established by the TPO Board shall be open to the public.

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

5.07 Minutes and Materials Furnished to Members. Minutes shall be recorded, and meeting materials furnished, in accordance with the provisions of the Virginia Freedom of Information Act.

ARTICLE VI

Officers and Duties

6.01 Officers. The officers of the TPO Board shall consist of a Chair, Vice-Chair, Secretary, and such subordinate officers as may from time-to-time be elected or appointed by the TPO

Board. The TPO Board shall hold an annual organizational meeting for the purpose of electing officers at the first meeting after January 1 of each year. The officers shall be elected by a majority of those present and voting.

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

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

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

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

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

6.06 Election. Prior to the Annual Meeting at which officers will be elected, the Chair shall appoint a Nominating Committee consisting of seven voting TPO Board members, each representing a TPO member locality, and a representative of VDOT who is a voting member of the TPO Board. The Nominating Committee and its Chair shall be appointed by the TPO Chair.

At the annual meeting, the Nominating Committee shall submit the names of one or more persons who are willing to serve for each office to be filled. Further nominations may be made by any voting TPO Board member at the meeting at which the election is held. Election of officers shall be by recorded vote.

ARTICLE VII

Committees

7.01 **Standing Committees.** The standing committees of the TPO Board shall be: the Transportation Technical Advisory Committee, the Transportation Advisory Committee, the Community Advisory Committee, and the Freight Transportation Advisory Committee. Each standing committee shall establish bylaws to guide its function and the functions of its subcommittees. The bylaws of each committee must be submitted to the TPO Board and approved prior to the effective date thereof.

The TPO Board may establish such other special and standing committees, advisory, technical, or otherwise as necessary.

ARTICLE VIII

Staff

8.01 **Executive Director/Secretary.** The Executive Director of the TPO shall be the Executive Director of the Hampton Roads Planning District Commission, and for TPO matters, he or she shall be directly assisted by the Deputy Executive Director, TPO. The Executive Director shall plan, organize, and direct the activities of the TPO staff in support of the TPO mission and the directions of the TPO Board. The Executive Director shall perform the duties of the Secretary. The Executive Director shall provide staff support to the TPO Board and its committees and shall plan, organize and direct the activities of the staff in support of the mission and the directions of the TPO Board. The Executive Director/Secretary shall work in coordination with the Chair to prepare the agendas for the TPO Board meetings and, as may be required, the meetings of advisory committees established by the TPO Board. The Executive Director may delegate certain duties and responsibilities to TPO staff.

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

8.03 **Financial Transactions.** All financial transactions by or on behalf of the TPO Board shall be coordinated and managed by the Executive Director/Secretary or by a designated financial manager. All revenues and expenditures shall be received and disbursed by and through the established financial system of the Planning District Commission (PDC) as it applies to the TPO, subject to approval of the TPO Board, in accordance with PDC financial procedures. In addition to managing the TPO's transportation funding, the PDC shall serve as the fiscal and contracting agency for the TPO. The PDC shall provide staff to the TPO, pursuant to a

memorandum of understanding between the PDC and the TPO. Financial transactions, if applicable, shall be in accordance with the UPWP.

ARTICLE IX

Procedures

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

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

ARTICLE X

Public Participation Plan

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

ARTICLE XI

Amendments

Any TPO Board voting member may propose amendments to these bylaws by placing such proposed amendments in writing before the TPO Board at a TPO Board meeting. No vote shall be taken on the proposed amendments until the meeting that follows the meeting at which the written amendments were provided to the TPO Board. The public shall be provided access to inspect the proposed amendments. Approval of amendments shall require an affirmative vote of 2/3 of the voting membership of the TPO Board.

ITEM #9: REGIONAL LEGISLATIVE AGENDA
Bob Crum, HRTPO [Action Requested]

For the past ten years, the HRPDC and HRTPO have adopted a regional legislative agenda to convey to the General Assembly and Federal Delegation issues of regional significance that should be addressed on behalf of Hampton Roads. This regional legislative agenda is typically approved by the Commission and HRTPO Board at their October or November meetings to allow these regional legislative priorities to be shared with Hampton Roads Caucus members before the start of the General Assembly session in January.

The Joint HRPDC and HRTPO Regional Legislative Committee developed a recommendation for a regional legislative agenda to be considered by the Commission and HRTPO Board. The membership of this Legislative Committee is as follows:

| | |
|-----------------------------------|--------------------------|
| Michael Hipple, James City County | HRTPO Chair |
| Shannon Glover, Portsmouth | HRPDC Chair |
| Rick West, Chesapeake | HRTPO Vice-Chair |
| Jimmy Gray, Hampton | HRPDC Vice-Chair |
| Mary Bunting, Hampton | CAO Committee Chair |
| Chris Price, Chesapeake | CAO Committee Vice-Chair |

Discussion on the Regional Legislative Agenda began at the July meetings of the HRPDC and HRTPO. Since that meeting, potential regional legislative items have been discussed with the Regional Legislative Committee, Chief Administrative Officers, Community Advisory Committee, Freight Transportation Advisory Committee, and Hampton Roads Caucus. Feedback has also been received over the past several months from other standing committees of the HRPDC and HRTPO.

Transportation-related priorities that should be considered by the HRTPO Board include the following:

- Create a Primary and Secondary Road Fund for the Hampton Roads region that provides funding to advance critical and unfunded transportation projects
- Provide state funding to help support a regional biking and walking trail network in Hampton Roads
- Provide adequate funding support for Hampton Roads' three transit systems
- Continue to support efforts that will produce faster and more reliable passenger rail service between Hampton Roads, Richmond, and the Northeast Corridor
- Elizabeth River Crossings Toll Relief

Additionally, the following transportation-related position statement should be considered by the HRTPO Board:

- **Flood Sensors**
We encourage the State to continue to gather data on roadway flooding occurrences, including making investments in flood sensor networks to assist in predicting roadway flooding events.

An overview of the proposed 2026 Regional Legislative Agenda is included as Attachment 9 for review by HRTPO Board members.

Mr. Robert A. Crum, Jr., HRPDC/HRTPO Executive Director, will brief the HRTPO Board on the recommended Regional Legislative Agenda and answer any questions.

Attachment 9

RECOMMENDED ACTION:

Approve transportation-related items for inclusion in the 2026 Regional Legislative Agenda.

Regional Legislative Agenda

REGIONAL PRIORITIES

The following statements are recommended as Regional Legislative Priorities for the HRPDC and HRTPO. If approved, we will actively advocate to advance these items on behalf of the Hampton Roads region.

Transportation Funding

Create a Primary and Secondary Road Fund for the Hampton Roads region that provides funding to advance critical and unfunded transportation projects

- The Hampton Roads Transportation Accountability Commission (HRTAC) has used the Hampton Roads Transportation Fund (HRTF) to finance and construct a generational package of transportation improvements in Hampton Roads. The HRTF is funded by a regional sales and use tax and a regional gasoline tax. The regional sales and use tax is the primary funding source for the HRTF, and currently stands at 7/10 of a penny. With the pending completion of nearly \$6 billion of regional transportation improvements on the region's interstate network, now is the time to advance improvements to our region's local primary and secondary roads.
- We ask that the General Assembly create a Primary and Secondary Road Fund to advance transportation projects that are necessary to support/address economic development, the Port of Virginia, military/federal facilities, resiliency/flooding, public safety and other issues in Hampton Roads.
- We request that the General Assembly consider an increase in the regional sales and use tax to address these regional transportation funding needs (*per consensus at the July 2025 HRTPO Board meeting and August 2025 Regional Legislative Committee meeting*).
- The HRTPO has identified over \$3 billion in unfunded needs on our region's primary and secondary roads. These unfunded needs include a number of congested primary and secondary roads on both the Peninsula and Southside, including but not limited to Route 17, Victory Boulevard, the James River Bridge, Hampton Boulevard, Route 460, Independence Boulevard, Route 58, and other critical roadway segments.

State Funding for Planning District Commissions

Restore state funding to Planning District Commissions to the levels provided over two decades ago

- The HRPDC serves as the hub for regional cooperation in Hampton Roads and provides services and promotes collaboration that results in cost savings and a tremendous return on investment for the region and the Commonwealth of Virginia.
- State funding for the Hampton Roads PDC has continuously decreased over the past two decades from just over \$366,000 in 2001 to \$190,943 in 2025.
- When the Peninsula and Southside PDCs were merged, the HRPDC was reduced to one PDC funding share from the State.
- We request that the General Assembly demonstrate support for regionalism in Virginia by restoring \$250,000 of funding to each PDC in Virginia.

Flooding

Provide adequate funding through the Community Flood Preparedness Fund (CFPF) to meet the flood preparedness and resilience needs of the Commonwealth

- The Hampton Roads region has successfully accessed CFPF funding to assist with the costs of completing vulnerability assessments and develop action-oriented approaches to bolster flood preparedness and increase resilience in our communities.
- We request that the Commonwealth allocate a minimum of \$200 million per year to the CFPF to assist localities with their efforts to reduce the impacts of flooding.

Develop a state funding program to provide the non-federal match for federal grants to support large-scale flood relief projects

- Localities cannot afford the non-federal local match to unlock federal funding for flood mitigation projects. For example, the Army Corps of Engineers Coastal Storm Risk Management program provides 65% federal funding with a 35% non-federal match.
- In the case of Norfolk, a non-federal match of approximately \$900 million is needed to access the required federal funding. This challenge will also apply to several other local governments in our region.
- Since there is a significant return on investment and cost savings for the Commonwealth if our communities can access federal funding, we request that the state develop a funding program to contribute to the required non-federal share.

Trails

Provide state funding to help support a regional biking and walking trail network in Hampton Roads

- Our region has unanimously endorsed a regional trail network that, when completed, will provide over 250 miles of interconnected walking and biking trails, with portions of this system already developed.
- We ask that the General Assembly contribute funding to our regional trail backbone system, which includes the following trail segments:
 - Dismal Swamp Trail
 - Elizabeth River Trail
 - South Hampton Roads Trail
 - Trail757
 - Virginia Beach Trail
- The average cost of trail construction is between \$2 million and \$6 million per mile, depending on whether the trail is in a rural, suburban, or urban environment.
- Bike/walk trails have proven to be economic drivers for metropolitan areas across the country. Trail networks provide environmentally sustainable transportation options for all residents, promote a healthy and active lifestyle, and attract residents and visitors to our region. Community surveys demonstrate broad support for walking and biking trails in Hampton Roads.
- This regional network will brand Hampton Roads as the epicenter for walking and biking opportunities in the Mid-Atlantic region.

Emergency Response and Sheltering

Provide State assistance to address regional emergency sheltering/mass care needs

The Hampton Roads region and the entire Coastal Region of Virginia have the potential to be significantly impacted by storm and tidal events that may create a need for emergency response and sheltering. It is clear that planning and responding to these emergency events requires coordination at a scale larger than any one PDC region. Depending on the scale or location of a storm event, sheltering or other responses will need to be coordinated throughout Virginia and neighboring states.

We request the assistance of the Virginia General Assembly to address the following emergency sheltering needs at the State level:

- Improve Emergency Shelter Staffing
- Increase Regional Sheltering/Mass Care Capabilities

- Create a Statewide Shelter Registration System
- Strengthen Emergency Management Capabilities through the Virginia Department of Emergency Management (VDEM) by enhancing VDEM's financial independence (currently, only 20% of VDEM's budget is supported with State funding – 80% is provided by Federal grant monies)

Energy

Support State policies and programs that provide for an “All of the Above” approach to energy development

- Access to reliable, affordable, and increasingly clean energy is critical to the economic growth of Hampton Roads and the entire Commonwealth of Virginia. Energy demand within Dominion Energy's service territory, which includes eastern Virginia, including Hampton Roads, is forecast to increase by more than 5 percent annually over the next decade and double by 2040. Meeting this demand will require an “all of the above” approach that includes significant investments in new generation sources, an expanded and improved transmission and distribution grid, and continued focus on energy efficiency programs.
- To unlock economic development opportunities for the Hampton Roads economy, we must explore advancements in all available generation sources, including offshore wind, solar, advanced nuclear, natural gas, and energy storage.
- We support State policies and programs that encourage a diversified energy portfolio.

Water Quality

Provide funding through the Water Quality Improvement Fund to support Chesapeake Bay Clean Up efforts in Hampton Roads

- We request funding support through the Water Quality Improvement Fund (WQIF) to support the Hampton Roads Sanitation District (HRSD) in its efforts to meet nutrient reduction goals.
- HRSD is currently carrying the largest share of Virginia's Chesapeake Bay cleanup under the state-mandated 2021 Enhanced Nutrient Removal Certainty Program (ENRC). In the last twenty years, the Commonwealth has invested hundreds of millions from the WQIF in northern Virginia upgrades—now Hampton Roads is where the burden falls.
- Without sufficient appropriations in the State Budget, the shortfall will fall upon Hampton Roads ratepayers.
- HRSD's SWIFT program is under active construction to comply with the upcoming regulatory deadlines.

Transit Funding

Provide adequate funding support for Hampton Roads' three transit systems

- Public transportation options contribute to the quality of life for Hampton Roads residents and are a key component of our region's goals for a multi-modal transportation system.
- We request that the General Assembly preserve and consider increased funding to support Hampton Roads Transit, Williamsburg Area Transit Authority, and Suffolk Transit.

Passenger Rail

Continue to support efforts that will produce faster and more reliable passenger rail service between Hampton Roads, Richmond, and the Northeast Corridor

- Passenger rail ridership continues to grow within Hampton Roads, with over 950,000 riders using either the Norfolk or Newport News trains in the last year.
- With modern passenger rail stations in both Newport News and Norfolk, and significant increases in passenger rail ridership in Hampton Roads, now is the time to expand our current service and continue efforts to reduce travel time.
- We support projects that will reduce passenger rail travel time from the Norfolk and Newport News stations to the Richmond/I-95 corridor and Washington, DC.
- We also request that our region's current and planned passenger rail trains be maintained during the construction of the Long Bridge project in Northern Virginia.

Elizabeth River Crossings Toll Relief

Support continued efforts to mitigate the impact of tolls at the Downtown and Midtown Tunnels

- We applaud the work of the Virginia General Assembly to continue to expand toll relief efforts at the Downtown and Midtown Tunnels.
- We support and encourage continued collaboration to explore all options to further reduce toll rates for our residents and businesses.

REGIONAL POSITION STATEMENTS

The HRPDC/HRTPO will monitor the following Regional Position Statements during the General Assembly session and support and oppose proposed legislation as appropriate.

Housing

We support State policy decisions that assist in providing housing opportunities and inventory for all Hampton Roads residents. We also support the continuation of funding for the Housing Trust Fund and extension, expansion, and improvement of the Housing Opportunity Tax Credit. The HRPDC is leading the preparation of our region's first housing assessment to identify housing gaps and needs and determine strategies to address our housing challenges. We request support for this regional housing assessment and the recommendations and strategies that will be produced by this effort.

Flood Sensors

We encourage the State to continue to gather data on roadway flooding occurrences, including making investments in flood sensor networks to assist in predicting roadway flooding events.

Jefferson Lab

We offer unanimous regional support for efforts to advance the Department of Energy's High Performance Data Facility at Jefferson Lab.

Protect Local Land Use Authority

We support maintaining and expanding local authority to plan and regulate land use and oppose any legislation that weakens these key local responsibilities.

Reject Unfunded Mandates

We ask that the General Assembly oppose any proposals that would impose new unfunded mandates and fiscal responsibilities on local governments, including tax exemptions that will have unintended consequences on the localities' operating budgets.

Economic Development Site Readiness

We continue to support state funding programs and policies that assist local governments with preparing shovel-ready economic development sites.

Transportation Maintenance and Repair

Costs for transportation system maintenance continue to rise with inflation. The Commonwealth should consider increased assistance to address these maintenance needs.

ITEM #10: COMMONWEALTH TRANSPORTATION BOARD MEMBERS UPDATE

The Commonwealth Transportation Board (CTB) members are invited to address the HRTPO Board.

ITEM #11: VIRGINIA DEPARTMENT OF TRANSPORTATION UPDATE

The Virginia Department of Transportation (VDOT) representative is invited to address the HRTPO Board.

ITEM #12: VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION UPDATE

The Virginia Department of Rail and Public Transportation (DRPT) representative is invited to address the HRTPO Board.

ITEM #13: VIRGINIA PASSENGER RAIL AUTHORITY

The Virginia Passenger Rail Authority (VPRA) representative is invited to address the HRTPO Board.

ITEM #14: VIRGINIA PORT AUTHORITY UPDATE

The Virginia Port Authority (VPA) representative is invited to address the HRTPO Board.

ITEM #15: HAMPTON ROADS TRANSIT AND WILLIAMSBURG AREA TRANSIT AUTHORITY UPDATES

Hampton Roads Transit (HRT) and the Williamsburg Area Transit Authority (WATA) representatives are invited to address the HRTPO Board.

ITEM #16: FREIGHT TRANSPORTATION ADVISORY COMMITTEE UPDATE

The Freight Transportation Advisory Committee (FTAC) representative is invited to address the HRTPO Board.

ITEM #17: COMMUNITY ADVISORY COMMITTEE UPDATE

The Community Advisory Committee (CAC) representative is invited to address the HRTPO Board.

ITEM #18: MILITARY LIAISONS UPDATE

Military liaisons for the U.S. Coast Guard (USCG), the Joint U.S. Air Force (USAF), and U.S. Army (USA), and the U.S. Navy (USN) are invited to address the HRTPO Board.

ITEM #19: AIRPORT REPRESENTATIVES UPDATE

The Norfolk Airport Authority (NAA) and Peninsula Airport Commission (PAC) representatives are invited to address the HRTPO Board.

ITEM #20: HRTPO BOARD THREE-MONTH TENTATIVE SCHEDULE

November 2025 – HRTPO Board Meeting in Newport News at Christopher Newport University (CNU)

November 20, 2025: 10:30 a.m. – 12:00 p.m.

- 2050 Long-Range Transportation Plan (LRTP) Socioeconomic Forecast
- Fiscal Year 2027-2030 Transportation Improvement Program (TIP) Kick-Off
- Regional Performance Measures – System Performance Report: Final
- Appointment of HRTPO Nominating Committee

December 2025

Per the Board-approved Regional Meeting Schedule, there is no HRTPO Board meeting scheduled for December.

January 2026 – HRTPO Board Annual Meeting

January 15, 2026: 10:30 a.m. – 12:00 p.m.

- 2025 Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Regional Surface Transportation Program (RSTP) Project Selection Process: Projects and Funding Allocations
- 2050 LRTP Project Prioritization Scores
- State of Transportation in Hampton Roads 2025: Final
- Election of Officers
- Regional Rail Crossing Study

ITEM #21: MINUTES OF HRTPO ADVISORY COMMITTEE MEETINGS

A. Freight Transportation Advisory Committee (FTAC)

The approved summary minutes from the June 5, 2025 FTAC meeting are available on the HRTPO website using the following link:

<https://www.hrtpo.org/AgendaCenter/ViewFile/Minutes/06052025-1403>

B. Transportation Technical Advisory Committee (TTAC)

The approved summary minutes from the July 2, 2025 TTAC meeting are available on the HRTPO website using the following link:

<https://www.hrtpo.org/AgendaCenter/ViewFile/Minutes/07022025-1397>

C. Transportation Technical Advisory Committee (TTAC)

The approved summary minutes from the September 3, 2025 TTAC meeting are available on the HRTPO website using the following link:

<https://www.hrtpo.org/AgendaCenter/ViewFile/Minutes/09032025-1410>

ITEM #22: FOR YOUR INFORMATION

A. FY 2024-2027 Transportation Improvement Program (TIP) Administrative Modifications, Alignment Letters, SYIP Reduction Letters, Data and Information Adjustment Letters, and Out-Year Funding Revisions

In order to move projects forward more efficiently in Hampton Roads, the HRTPO has implemented streamlined procedures for processing items related to the TIP. For transparency purposes, any TIP Administrative Modifications, TIP Replacement Letters, TIP Alignment Letters, SYIP Reduction Letters, Data and Information Adjustment Letters, and/or Out-Year Funding Revisions are listed in order by HRTPO staff action date and available on the HRTPO website using the following link:

<https://hrtpo.org/DocumentCenter/View/15019/TIP-Administrative-Modifications-Jul-Sep2025-PDF>

B. HRBT Expansion HRTAC Report

VDOT provides monthly reports to the HRTAC staff on the status of the Hampton Roads Bridge Tunnel (HRBT) Expansion project. The most recent report is available on the HRTPO website using the following link:

<https://hrtpo.org/DocumentCenter/View/14986/VDOT-HRTAC-HRBT-Monthly-Project-Report---September-2025-PDF>

C. VDOT's HRTAC Program Development Monthly Executive Report

VDOT provides monthly reports to the Hampton Roads Transportation Accountability Commission (HRTAC) staff on the status of the Regional Priority Projects. The most recent report is available on the HRTPO website using the following link:

<https://hrtpo.org/DocumentCenter/View/14987/VDOT-HRTAC-Program-Monthly-Executive-Report---September-2025-PDF>

D. Letter of Support for Hampton Roads Transit's (HRT) FY 2025 Bus Program Grant Application

Attached is a letter of support, dated July 9, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to The Honorable Sean Duffy, Secretary of Transportation, for HRT's FY 2025 Bus Program Grant application through the Federal Transit Administration's (FTA) FY 2025 Grants for Buses and Bus Facilities Competitive Program.

Attachment 22D

E. Letter of Response to FHWA's approval of the FY 2026 UPWP

Attached is a letter, dated July 10, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to VDOT's then Assistant Director of Planning for the Transportation and Mobility Planning Division, Mr. Ben Mannell, regarding the HRTPO's response to correspondence from the Federal Highway Administration (FHWA) regarding its approval of the FY 2026 Unified Planning Work Program (UPWP).

Attachment 22E

F. Letter of HRTPO Board Endorsement for James City County for a Grant Application through the Transportation Alternatives (TA) Set-Aside Program

Attached is an HRTPO Board Endorsement Letter, dated August 20, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Mr. Paul D. Holt, III, James City County Director of Community Development, for three projects through the TA Set-Aside Program.

Attachment 22F

G. Letter of HRTPO Board Endorsement for the City of Newport News for a Grant Application through the Transportation Alternatives (TA) Set-Aside Program

Attached is an HRTPO Board Endorsement Letter, dated August 20, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Mr. Craig M. Galant, City of Newport News Director of Engineering, for three projects through the TA Set-Aside Program.

Attachment 23G

H. Letter of HRTPO Board Endorsement for the City of Norfolk for a Grant Application through the Transportation Alternatives (TA) Set-Aside Program

Attached is an HRTPO Board Endorsement Letter, dated August 20, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Mr. John R. Stevenson, Norfolk Director of Transportation, for five projects through the TA Set-Aside Program.

Attachment 22H

I. Letter of HRTPO Board Endorsement for the City of Suffolk for a Grant Application through the Transportation Alternatives (TA) Set-Aside Program

Attached is an HRTPO Board Endorsement Letter, dated August 20, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Mr. Gregg Benton, Suffolk Public Works Director, for two projects through the TA Set-Aside Program.

Attachment 22I

J. Letter of HRTPO Board Endorsement for the City of Virginia Beach for a Grant Application through the Transportation Alternatives (TA) Set-Aside Program

Attached is an HRTPO Board Endorsement Letter, dated August 20, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Mr. Stanley F. Smith, Jr., Virginia Beach Engineering Support Engineer IV, for one project through the TA Set-Aside Program.

Attachment 22J

K. Letter of HRTPO Board Endorsement for the City of Williamsburg for a Grant Application through the Transportation Alternatives (TA) Set-Aside Program

Attached is an HRTPO Board Endorsement Letter, dated August 20, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Mr. Andrew O. Trivette, Williamsburg City Manager, for one project through the TA Set-Aside Program.

Attachment 22K

L. Letter of HRTPO Board Endorsement for York County for a Grant Application through the Transportation Alternatives (TA) Set-Aside Program

Attached is an HRTPO Board Endorsement Letter, dated August 20, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Ms. Caitlin E. Aubut, York County Acting Deputy Director, for two projects through the TA Set-Aside Program.

Attachment 22L

M. Letter of Support for Williamsburg-James City County Public Schools for FY 2027 and FY 2028 TA Set-Aside Funding

Attached is an HRTPO Letter of Support, dated September 5, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Dr. Mark Tisone, Williamsburg-James City County Public Schools Coordinator for Safe Routes to School, for additional FY 2027 and FY 2028 Transportation Alternatives (TA) Set-Aside Funding.

Attachment 22M

N. Letter of Conformity Finding for the Hampton Roads Amended 2045 Long-Range Transportation Plan (LRTP) and the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP)

Attached is a letter, dated September 12, 2025, from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to VDOT Commissioner Stephen Brich, regarding their issuance of a joint conformity finding confirming that the Amended Hampton Roads 2045 Long-Range Transportation Plan (LRTP) and FY 2024-2027 Transportation Improvement Program (TIP) demonstrate conformity as prescribed by the Environmental Protection Agency's (EPA's) Transportation Conformity Rule (40 CFR Part 93), subsequent amendments, and guidance issued by the EPA in November 2018 for areas affected by the

February 2018 South Coast court decision. Included in the attachment is a letter and supporting technical documentation, dated September 8, 2025, from the EPA concurring on the overall conformity determination.

Attachment 22N



Michael J. Hipple, Chair | Richard W. West, Vice-Chair
Robert A. Crum, Jr., Executive Director/Secretary

July 9, 2025

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for Hampton Roads Transit's FY 2025 Bus Program Grant
Application

Dear Secretary Duffy:

The Hampton Roads Transportation Planning Organization (HRTPO) is pleased to provide this letter of support for Hampton Roads Transit's (HRT) application to the Federal Transit Administration's Fiscal Year 2025 Grants for Buses and Bus Facilities Competitive Program to replace 15 aging buses in its fleet.

HRT provides essential transit service in Coastal Virginia for its residents, active-duty military personnel, shipyard workers, the hospitality industry, families with children, students, and visitors. Many buses in HRT's fleet have exceeded their minimum useful life as outlined in HRT's long-range FY2024-FY2033 Capital Improvement Plan, which threatens to impact the quality and timeliness of service. HRT's requested grant funding to replace aging buses in its fleet would not only help decrease the likelihood of bus breakdowns, which come with increased costs for the agency and service delays for riders, but it would also ensure compliance with modern safety standards set by the Federal Transit Administration (FTA).

This investment also aligns with broader regional goals aimed at reducing traffic congestion, improving air quality, and encouraging economic growth. With limited local and state funding, grants made available by programs like the Bus and Bus Facilities Program provide a critical funding source for midsize transit agencies like HRT. New buses will improve service reliability, reduce maintenance costs, reduce breakdowns and service interruptions and hence allow HRT to continue providing safe, clean, and efficient public transit for all riders in Hampton Roads.

HRT is requesting \$10,603,644 (80%) from the FTA's Bus Program to purchase fifteen 29-foot standard diesel replacement buses. The total cost for the buses is \$13,254,555.

The staff of the Hampton Roads Transportation Planning Organization (HRTPO) has reviewed the proposed project and it is consistent with the 2045 Long-Range Transportation Plan (LRTP). Should this project be selected under the FTA's 2025 Bus Program and sufficiently funded, it will be added to the HRTPO Transportation Improvement Program (TIP).

The Honorable Sean Duffy
July 9, 2025
Page 2

Thank you for considering this funding request. If you need any additional information in support of this project, please call me at (757) 420-8300.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. A. Crum, Jr.", with a stylized flourish at the end.

Robert A. Crum, Jr.
Executive Director

JVM/cm

Copy: William Harrell, HRT
Ray Amoruso, HRT

July 10, 2025

Mr. Ben Mannell, AICP
Assistant Director of Planning
Transportation & Mobility Planning Division
Virginia Department of Transportation
1401 E. Broad St.
Richmond, VA 23219

RE: HRTPO Response to the Federal Highway Administration (FHWA) approval of FY 2026
Unified Planning Work Programs (UPWP)

Dear Mr. Mannell:

This letter is in response to recent correspondence from the Federal Highway Administration (FHWA), Virginia Division Office, regarding their approval of the FY 2026 Unified Planning Work Program (UPWP) developed by Metropolitan Planning Organizations (MPOs) across Virginia. In their approval letter, FHWA requested *"A copy of the jointly approved HRTPO and HRPDC Public Engagement Plan developed in response to a VDOT Title VI compliance review finding of the HRPDC."*

In response to FHWA, we have enclosed a draft of the HRPDC/HRTPO Public Engagement Plan (PEP) with this letter. We also want to use this opportunity to provide background for the joint PEP approach and clarify the plan's status.

The HRTPO and HRPDC have developed and maintained separate Public Participation Plans (PPPs) to guide public engagement efforts. The HRTPO Board adopted its current PPP in February 2018, and the Commission adopted its current PPP in July 2020.

The 2021 Title VI Compliance Review report, conducted by VDOT and referenced by FHWA in their letter, was received by the HRPDC/HRTPO in February 2023. The corrective action related to the HRPDC's current PPP required that *"the PDC re-evaluate the current Participation Plan for effective strategies for LEP engagement and monitor and report efforts."* The report did not include specific recommendations or corrective actions regarding the HRTPO PPP.

In response to the 2021 Title VI Compliance Review report, HRPDC/HRTPO staff began working on a joint Public Engagement Plan based on internal discussions and feedback from ongoing public engagement efforts. This proposed approach would provide a continuing, comprehensive approach to public involvement, better clarify the roles of HRTPO and HRPDC, and provide a solid framework for sharing information and engaging with the public on ongoing planning initiatives. Once finalized, the joint HRTPO/HRPDC PEP was to be approved separately by the HRTPO Board and the Commission at their respective meetings. Until approval by both, the current HRTPO PPP and HRPDC PPP would remain in effect. This approach was communicated to VDOT, FHWA, and other stakeholders.

The draft joint PEP was also discussed in detail during the on-site visit in August 2024 as part of the FHWA/Federal Transit Administration (FTA) Certification Review of the Hampton Roads Metropolitan Area Transportation Planning Process. Following the on-site review, the draft Certification Review report, provided to HRTPO staff in December 2024, noted that the HRTPO's current PPP does not include performance metrics or measurement methods for evaluating public outreach efforts. The draft report also included a Corrective Action requiring the HRTPO to *"update their PPP to meet all requirements of 23 CFR 450.316, including the need to describe specific procedures, strategies, and desired outcomes for regularly reviewing the effectiveness of those procedures and strategies in the PPP."*

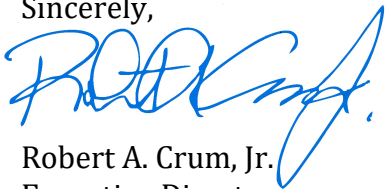
Since the current HRTPO PPP previously received commendations during the 2020 Certification Review, HRTPO staff requested further clarification, especially regarding any changes in the application or interpretation of the federal requirements of 23 CFR 450.316 relating to performance metrics. In their response to the draft Certification Review report, HRTPO staff also noted that they plan to incorporate any clarification or feedback from the federal team into the joint draft HRTPO/HRPDC PEP.

As of this correspondence, we are still awaiting the final report from the 2024 FHWA/FTA Certification Review and have hence not yet finalized the joint draft HRTPO/HRPDC PEP. To allow sufficient time for incorporating recommendations from the Certification Review and ensuring the PEP complies with all regulatory requirements and federal mandates, the HRTPO FY 26 UPWP also includes a reference to updating the PEP with an associated end product and schedule under *Task 4.0—Public Participation*.

We hope the above explanation provides the necessary background on the proposed HRTPO/HRPDC PEP approach and clarifies the status of the draft plan. As mentioned earlier, a copy of the draft PEP is enclosed for your review. We will be happy to provide you with a copy once it is finalized and adopted by the HRTPO Board and Commission.

Please do not hesitate to contact me at (757) 420-8300 if you need additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RACrum', is written over the printed name of Robert A. Crum, Jr.

Robert A. Crum, Jr.
Executive Director

BC/se

Enclosure : Draft Public Engagement Plan

Ben Mannell
July 10, 2025
Page 3

Copy : Kara Greathouse, FHWA West Virginia Division
Ivan Rucker, FHWA Virginia Division
Iris Vaughan, FHWA Virginia Division
Mary Walker-Johnson, FHWA Virginia Division
Daniel Koenig, FTA Region III
Tatjana Milanovic, VDOT Central Office
Erik Johnson, VDOT Central Office
Robert Williams, VDOT Central Office
Queen Crittendon, VDOT Central office
Pavithra Parthasarathi, HRTPO
Greg Grootendorst, HRPDC
Kelli Arledge, HRPDC/HRTPO



Michael J. Hipple, Chair | Richard W. West, Vice-Chair
Robert A. Crum, Jr., Executive Director/Secretary

August 20, 2025

Mr. Paul D. Holt, III
James City County Director, Community Development Department
101-A Mounts Bay Road
P.O. Box 8784
Williamsburg, VA 23187-8784

RE: HRTPO Endorsement: FY 2027 and FY 2028 Transportation Alternatives (TA)
Set-Aside Funding

Dear Mr. Holt:

In response to your request letter dated June 11, 2025, the Hampton Roads Transportation Planning Organization (HRTPO) Board, at its meeting on July 31, 2025, endorsed the following projects to be submitted for consideration for FY 2027 and FY 2028 TA Set-Aside funding:

Ironbound Road Sidewalk (Project Cost - \$4,241,937 TA Set-Aside Request - \$2,500,000)
This project provides a full 5-foot sidewalk along the western side of Ironbound Road with a mid-block crossing at 3612 Ironbound Road to bring the sidewalk on the eastern side of the road and connect to an existing sidewalk. Project includes pedestrian crossings, modifying the signal at Ironbound Road and Route 5, rapid rectangular flashing beacons, and stormwater improvements in various areas.

Matoaka Elementary School Safe Routes to School Sidewalk (Project Cost - \$3,870,951 TA Set-Aside Request - \$2,500,000)
Project to connect the existing sidewalk at Matoaka Elementary School to two existing sidewalks along Centerville Road. The project proposes a 5-foot sidewalk, pedestrian crossing and ADA curb ramps.

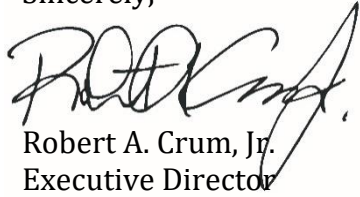
Richmond Road Sidewalk Segment I (Project Cost - \$1,702,184 TA Set-Aside Request - \$1,169,340)
Project will provide a sidewalk along Richmond Road between Bush Springs Road and 7691 Richmond Road. This is the first segment to provide continuous sidewalks from Norge to Toano on one side of Richmond Road. In addition to the five-foot sidewalk, there will be improved crosswalks, drainage, and culvert improvements.

The HRTPO certifies that these projects are consistent with relevant metropolitan planning documents.

Mr. Paul D. Holt, III
August 20, 2025
Page 2

Thank you for your consideration. If you need any additional information in support of this project, please contact me at (757) 420-8300.

Sincerely,

A handwritten signature in black ink, appearing to read "RACrum, Jr.", is written over a light gray rectangular background.

Robert A. Crum, Jr.
Executive Director

JVM/cm

Copy: Scott Stevens, James City County Administrator



Michael J. Hipple, Chair | Richard W. West, Vice-Chair
Robert A. Crum, Jr., Executive Director/Secretary

August 20, 2025

Mr. Craig M. Galant
City of Newport News Director of Engineering
2400 Washington Avenue, 7th Floor
Newport News, VA 23607

RE: HRTPO Endorsement: FY 2027 and FY 2028 Transportation Alternatives (TA)
Set-Aside Funding

Dear Mr. Galant:

In response to your request letter dated June 27, 2025, the Hampton Roads Transportation Planning Organization (HRTPO) Board, at its meeting on July 31, 2025, endorsed the following projects to be submitted for consideration for FY 2027 and FY 2028 TA Set-Aside funding:

Trail 757 at Endview (Project Cost - \$1,875,000 TA Set-Aside Request - \$1,500,000)

This project will provide bicycle and pedestrian improvements from the existing trails in Newport News Park, passing by the historic Endview Plantation, and down Yorktown Road to Chelsea Place for a total distance of 1.95 miles, including a new footbridge over the Lee Hall Reservoir tributary, just west of the Endview Plantation.

Warwick Boulevard Pedestrian Improvements (Project Cost - \$2,650,000 TA Set-Aside Request - \$2,120,000)

This project will provide bicycle and pedestrian improvements along Warwick Boulevard from Enterprise Drive to Katherine Johnson Elementary School for a total distance of 0.56 miles.

Marshall Avenue Pedestrian Improvements (Project Cost - \$3,125,000 TA Set-Aside Request - \$2,500,000)

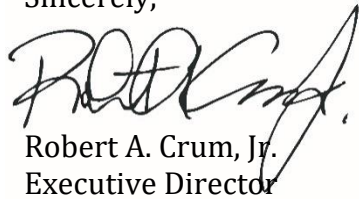
This project will provide pedestrian improvements along Marshall Avenue from 7414 Marshall Avenue to Briarfield Road for a total distance of 0.61 miles, directly connecting the Westover Station Apartments to Heritage High School and An Achievable Dream Middle and High School.

The HRTPO certifies that these projects are consistent with relevant metropolitan planning documents.

Thank you for your consideration. If you need any additional information in support of this project, please contact me at (757) 420-8300.

Mr. Craig M. Galant
August 20, 2025
Page 2

Sincerely,

A handwritten signature in black ink, appearing to read "RACrum, Jr.", is positioned above the printed name and title.

Robert A. Crum, Jr.
Executive Director

JVM/cm

Copy: Alan Archer, Newport News City Manager



Michael J. Hipple, Chair | Richard W. West, Vice-Chair
Robert A. Crum, Jr., Executive Director/Secretary

August 20, 2025

Mr. John R. Stevenson
City of Norfolk Director of Transportation
810 Union Street
Norfolk, VA 23510

RE: HRTPO Endorsement: FY 2027 and FY 2028 Transportation Alternatives (TA)
Set-Aside Funding

Dear Mr. Stevenson:

In response to your request letter dated April 29, 2025, the Hampton Roads Transportation Planning Organization (HRTPO) Board, at its meeting on July 31, 2025, endorsed the following projects to be submitted for consideration for FY 2027 and FY 2028 TA Set-Aside funding:

25th Street Elizabeth River Trail (ERT) (Project Cost - \$1,435,055 TA Set-Aside Request - \$1,148,044)

This project will create a new sidewalk on the south side of West 25th Street in Norfolk. The sidewalk will provide a missing connection from the ERT to a newly developed commercial area, as well as create a more direct connection between two existing segments of the trail.

Tidewater Drive Sidewalks Phase I (Project Cost - \$2,732,003 TA Set-Aside Request - \$2,000,036)

This pedestrian safety project would add new sidewalks and crosswalks along Tidewater Drive from Easy Street to Thole Street on the west side of the road. Crossings would be implemented at the I-64 westbound entrance and exit ramps and the I-64 eastbound entrance ramp. Crosswalks would be ADA-compliant with curb ramps and tactile detection.

Tidewater Drive Sidewalks Phase II (Project Cost - \$2,248,504 TA Set-Aside Request - \$1,798,803)

This pedestrian safety project would add new sidewalks and crosswalks along Tidewater Drive from Thole Street to the existing sidewalk on the west side of the road. The project includes a striped crosswalk across Thole Street and a raised pedestrian refuge at the I-64 eastbound Tidewater Drive off-ramp to connect two sidewalk segments.

Monticello Avenue Pedestrian Improvements (Project Cost - \$1,974,267 TA Set-Aside Request - \$1,579,413)

This project will create raised medians and crosswalks on Monticello Avenue. The median would extend from 15th Street to 16th Street, and crosswalks would be installed to cross Monticello Avenue at 15th and 16th Streets. The crossings would include ADA-compliant

Mr. John R. Stevenson
August 20, 2025
Page 2

ramps and tactile detection mats, as well as Rectangular Rapid Flashing Beacons to alert drivers of crossing pedestrians.

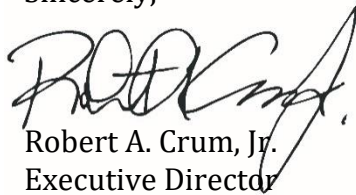
Norfolk Public Schools Non-Infrastructure Safe Routes to School Program (Project Cost - \$376,150 TA Set-Aside Request - \$300,920)

This grant will provide funding to support a full-time SRTS Coordinator position and activities that educate stakeholders on the benefits of walking or biking to school.

The HRTPO certifies that these projects are consistent with relevant metropolitan planning documents.

Thank you for your consideration. If you need any additional information in support of this project, please contact me at (757) 420-8300.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert A. Crum, Jr.", is written over the printed name and title.

Robert A. Crum, Jr.
Executive Director

JVM/cm

Copy: Patrick Roberts, Norfolk City Manager



Michael J. Hipple, Chair | Richard W. West, Vice-Chair
Robert A. Crum, Jr., Executive Director/Secretary

August 20, 2025

Mr. Gregg Benton
City of Suffolk Director of Public Works
P.O. Box 1858
Suffolk, VA 3439-1858

RE: HRTPO Endorsement: FY 2027 and FY 2028 Transportation Alternatives (TA)
Set-Aside Funding

Dear Mr. Benton:

In response to a request letter from former Director Robert Lewis dated June 13, 2025, the Hampton Roads Transportation Planning Organization (HRTPO) Board, at its meeting on July 31, 2025, endorsed the following projects to be submitted for consideration for FY 2027 and FY 2028 TA Set-Aside funding:

Seaboard Coastline Trail – Segment West

This project's segment is a 3.3-mile trail from the end of the Prentis Street 10-foot-wide multi-use sidewalk to Kenyon Road. The typical section for the trail consists of a 10-foot-wide asphalt path with 2-foot-wide gravel shoulders.

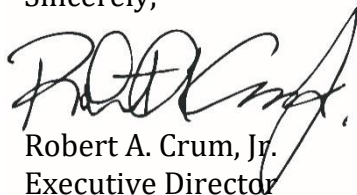
Route 17 (Bridge Road) Multi-Use Path

This project provides for the construction of the multi-use path along the north side of the existing Bridge Road (Route 17) widening project that extends from 0.10 miles west of Windward Lane to Harbour View Boulevard.

The HRTPO certifies that these projects are consistent with relevant metropolitan planning documents.

Thank you for your consideration. If you need any additional information in support of this project, please contact me at (757) 420-8300.

Sincerely,



Robert A. Crum, Jr.
Executive Director

JVM/cm

Mr. Gregg Benton
August 20, 2025
Page 2

Copy: Kevin Hughes, Interim Suffolk City Manager
Darryll D. Lewis, P.E., Assistant Director of Public Works
G. Allan Mushett, P.E., CIP Manager
Wanda Moore, VDOT District Urban Program Manager

August 20, 2025

Mr. Stanley F. Smith, Jr.
Engineering Support Engineer IV
Virginia Beach Department of Public Works
484 Viking Drive STE 200
Virginia Beach, VA 23452

RE: HRTPO Endorsement: FY 2027 and FY 2028 Transportation Alternatives (TA)
Set-Aside Funding

Dear Mr. Smith:

In response to your request letter dated July 2, 2025, the Hampton Roads Transportation Planning Organization (HRTPO) Board, at its meeting on July 31, 2025, endorsed the following project to be submitted for consideration for FY 2027 and FY 2028 TA Set-Aside funding:

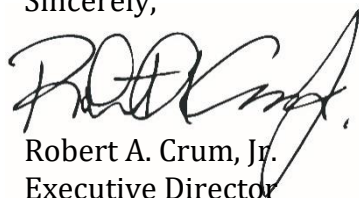
The Virginia Beach Trail – Phase I (Project Cost - \$35,979,707 TA Set-Aside Request - \$2,500,000)

This project is a planned 14-ft wide multi-use trail that will span 12 miles from the Norfolk city line to the Virginia Beach Oceanfront within the city-owned former Norfolk Southern Railroad right-of-way. The trail serves as the final portion of the South Hampton Roads Trail and is the ultimate destination of Trail 757 and the Virginia Capital Trail system. This TA Set-Aside application is for Phase 1 of the trail, which spans 3.2 miles from Newtown Road to Constitution Drive, including a pedestrian bridge over the existing 10-lane Independence Boulevard. Installation of at-grade pedestrian crossings, lighting, pedestrian refuges, and ADA accommodations are also included. The segment is a 3.3-mile trail from the end of the Prentis Street 10-foot-wide multi-use sidewalk to Kenyon Road. The typical section for the trail consists of a 10-foot-wide asphalt path with 2-foot-wide gravel shoulders.

The HRTPO certifies that this project is consistent with relevant metropolitan planning documents.

Thank you for your consideration. If you need any additional information in support of this project, please contact me at (757) 420-8300.

Sincerely,

A handwritten signature in black ink, appearing to read "RACrum, Jr.", is written over the printed name and title of the signatory.

Robert A. Crum, Jr.
Executive Director

Mr. Stanley F. Smith, Jr.

August 20, 2025

Page 2

JVM/cm

Copy: Patrick A. Duhaney, Virginia Beach City Manager

L.J. Hansen, P.E., Director of Public Works

David S. Jarman, P.E., Public Works/Engineering

Toni Utterback, P.E., Public Works City Engineer

Bridgette Parker, PMP, VDOT Program Manager/Urban Division



Michael J. Hipple, Chair | Richard W. West, Vice-Chair
Robert A. Crum, Jr., Executive Director/Secretary

August 20, 2025

Mr. Andrew O. Trivette
Williamsburg City Manager
401 Lafayette Street
Williamsburg, VA 23185-3617

RE: HRTPO Endorsement: FY 2027 and FY 2028 Transportation Alternatives (TA)
Set-Aside Funding

Dear Mr. Trivette:

In response to your request letter dated July 3, 2025, the Hampton Roads Transportation Planning Organization (HRTPO) Board, at its meeting on July 31, 2025, endorsed the following project to be submitted for consideration for FY 2027 and FY 2028 TA Set-Aside funding:

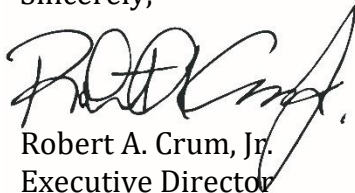
Trail 757 - Williamsburg (Project Cost - \$3,164,933 TA Set-Aside Request - \$2,500,000)

This project is a paved shared-use path along the north side of Jamestown Road from John Tyler Lane to South Boundary Street. It is a segment of the route for Trail 757 connecting the Virginia Capital Trail with the City of Williamsburg and eventually to the City of Hampton on the Peninsula. This route is to showcase the region's unique cultural and historic heritage. The alignment is also a phase of the College Woods Circuit that will circumnavigate the natural area referred to as College Woods and the main campus of the College of William & Mary. The project is approximately 8,025 feet in length (1.52 miles) and is included in the City's Goals, Initiatives, and Outcomes.

The HRTPO certifies that this project is consistent with relevant metropolitan planning documents.

Thank you for your consideration. If you need any additional information in support of this project, please contact me at (757) 420-8300.

Sincerely,



Robert A. Crum, Jr.
Executive Director

JVM/cm

Mr. Andrew O. Trivette
August 20, 2025
Page 2

Copy: Jamie Clark, P.E., City Engineer
 Jack Reed, Public Works Director



Michael J. Hipple, Chair | Richard W. West, Vice-Chair
Robert A. Crum, Jr., Executive Director/Secretary

August 20, 2025

Ms. Caitlin E. Aubut
York County Acting Deputy Director
P.O. Box 532
Yorktown, VA 23690-0532

RE: HRTPO Endorsement: FY 2027 and FY 2028 Transportation Alternatives (TA)
Set-Aside Funding

Dear Ms. Aubut:

In response to your request letter dated June 25, 2025, the Hampton Roads Transportation Planning Organization (HRTPO) Board, at its meeting on July 31, 2025, endorsed the following projects to be submitted for consideration for FY 2027 and FY 2028 TA Set-Aside funding:

TRAIL 757, York Section 2 (Project Cost - \$2,713,323 TA Set-Aside Request - \$2,170,659)

This project would construct a ten-foot-wide asphalt shared-use path along George Washington Memorial Highway (Route 17) between the west side of the intersection of Ella Taylor Road (Route 15) and Darby Road (Route 613), tying into section 1 and section 3 of Trail 757, which are both funded.

Tabb High School Crosswalk and Sidewalk (Project Cost - \$722,010 TA Set-Aside Request - \$577,608)

This project will construct a five-foot-wide sidewalk beginning at the northeast corner of the intersection of Yorktown Road (Route 706) and Big Bethel Road (Route 600), running along the east side of Yorktown Road to the southeast corner of its intersection with Tide Mill Road (Route 600). The project will include a crosswalk connecting the new sidewalk across Yorktown Road to the west side, linking it with the existing sidewalk that leads into Tabb High School.

The HRTPO certifies that these projects are consistent with relevant metropolitan planning documents.

Thank you for your consideration. If you need any additional information in support of this project, please contact me at (757) 420-8300.

Sincerely,

Robert A. Crum, Jr.
Executive Director

Caitlin Aubut
August 20, 2025
Page 2

JVM/cm

Copy: Mark L. Bellamy, Jr., York County Administrator
Beth Mertz-Guinn, P.E., Engineering Manager



Michael J. Hipple, Chair | Richard W. West, Vice-Chair
Robert A. Crum, Jr., Executive Director/Secretary

September 5, 2025

Dr. Mark Tisone
Coordinator, Safe Routes to School
Williamsburg-James City County Public Schools
PO Box 8783
Williamsburg, VA 23187

RE: HRTPO Support: FY 2027 and FY 2028 TA Set-Aside Funding

Dear Dr. Tisone:

In response to your request letter dated June 9, 2025, the Hampton Roads Transportation Planning Organization (HRTPO) Board, at its meeting on November 16, 2023, endorsed the following project, which was approved for FY 2025 and FY 2026 Transportation Alternatives (TA) Set-Aside funding. This letter provides the HRTPO's continued support for additional FY 2027 and FY 2028 TAP funding for the WJCC SRTS Program Coordinator project.

This project would continue to fund a Safe Routes to School (SRTS) Administration position, along with continuing current program initiatives (No. 125172 and 121184). The following schools will be involved for the 2027-2028 school year. These include: Laurel Lane Elementary, Norge Elementary, James River Elementary, Clara Byrd Baker Elementary, DJ Montague Elementary, Matthew Whaley Elementary, Stonehouse Elementary, James Blair Middle School, Berkeley Middle School, Toano Middle School, and Jamestown High School.

The HRTPO certifies that this project is consistent with relevant metropolitan planning documents.

Should you need any additional information in support of this project, please contact Mr. John Mihaly at (757) 420-8300.

Sincerely,

Robert A. Crum, Jr.
Executive Director

JVM/cm

Copy: Andrew Trivette, City Manager, Williamsburg
Scott Stevens, County Administrator, James City County
Adam Otstot, WJCC Schools



U.S. Department of
Transportation

Federal Transit Administration
Region III
1835 Market Street, Suite
1910 Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
VA Division
400 North 8th Street
Suite 750
Richmond, WV, 23219
804-775-3320
804-775-3356 (fax)

September 12, 2025

Mr. Stephen Brich, P.E.
Commissioner
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

**Re: Joint FHWA/FTA Conformity Finding for the Hampton Roads Transportation
Planning Organization; Hampton Roads, Virginia**

Dear Mr. Brich:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in 40 CFR § 93.104 and 23 CFR § 450. FHWA and FTA have completed our review of the Hampton Roads Transportation Planning Organization's (HRTPO) Air Quality (AQ) Conformity Analysis adopted by the HRTPO on July 31, 2025. The FHWA and FTA have coordinated the review of the AQ Conformity Analysis with the Environmental Protection Agency (EPA) and are jointly making this air quality conformity determination.

This determination was triggered by amendments to the 2045 Long-Range Transportation Plan (LRTP) and Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP), and the AQ Conformity Analysis is based on those amended documents. The last air quality conformity determination was made on March 3, 2025.

As a result of South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) court decision, the HRTPO is no longer required to demonstrate conformity through regional emissions analysis for the Hampton Roads Area. However, other conformity requirements, including the latest planning assumptions, interagency and public consultation, and fiscal constraint must still be addressed in the conformity assessment under the 1997 8-hour ozone NAAQS for the Hampton Roads Area. On September 8, 2025, in a letter to FHWA's Virginia Division, the EPA provided their determination that the conformity determination for the 1997 8-hour ozone NAAQS for the Hampton Roads Area meets the requirements of the CAA, and included technical documentation supporting the conformity finding.

FTA and FHWA find that the analysis provided by HRTPO to demonstrate conformity is consistent with EPA's Transportation Conformity Rule (40 CFR § 93), as amended. FTA and FHWA find that the updates to the 2045 LRTP and FY 2024-2027 TIP were developed based on a continuing, cooperative, and comprehensive transportation planning process carried out by

HRTPO and their state partners in accordance with the requirements of 23 USC § 134 and 49 USC § 5303.

Based on our transportation planning regulatory requirements, our day-to-day involvement, review of technical analysis, and in accordance with the provisions of 23 USC § 134(i)(2)(E), 49 USC § 5303, FTA and FHWA find the financial information needed to support our fiscal constraint determination is complete.

Any questions concerning this approval should be directed to Kara Greathouse, at (304) 347-3571, or Daniel Koenig at (202) 366-8224.

Sincerely,

**LAURA ANNE
KEELEY**

Digitally signed by LAURA
ANNE KEELEY
Date: 2025.09.12 12:09:47
-04'00'

Laura Keeley
Dir. of Planning and Program Development
Federal Transit Administration

**IRIS NOELIA
VAUGHAN**

Digitally signed by IRIS NOELIA
VAUGHAN
Date: 2025.09.12 13:50:16 -04'00'

Iris Vaughan
Acting Dir. of Program Development
Federal Highway Administration

cc: Mr. Robert Crum, Jr., HRTPO
Ms. Pavithra Parthasarathi, HRTPO
Mr. Ben Mannell, VDOT
Mr. Eric Stringfield, VDOT
Mr. Christopher Berg, VDOT
Mr. James Ponticello, VDOT
Mr. Christopher Voigt, VDOT
Mr. Daniel Suarez, FHWA
Ms. Kara Greathouse, FHWA
Ms. Laura Keeley, FTA
Mr. Gregory Becoat, EPA



REGION 3

PHILADELPHIA, PA 19103

September 8, 2025

Mr. Daniel Suarez
Deputy Division Administrator
Federal Highway Administration
Virginia Division
400 N. 8th Street, Suite 750
Richmond, Virginia 23219

Via email at Daniel.Suarez@dot.gov

Dear Mr. Suarez:

The United States Environmental Protection Agency (EPA) has reviewed the conformity determinations for the Hampton Roads Transportation Planning Organization (HRTPO) for the 1997 8-hour ozone national ambient air quality standard (NAAQS) for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP). The EPA has reviewed the conformity determinations in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93.

The EPA's review of the conformity determinations indicates that the determination meets the requirements of the Clean Air Act and the applicable regulations promulgated under 40 CFR part 93. Enclosed, please find EPA's detailed evaluation titled "Technical Support Document (TSD) - Review of the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS) Conformity Determination for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP) for the Hampton Roads Transportation Planning Organization (HRTPO)." It should be noted that in the technical support document, EPA is deferring to the Federal Highway Administration (FHWA) on the question of whether the 2045 LRTP and TIP are fiscally constrained. The EPA concurs on the overall conformity determination based on the FHWA's determination that the 2045 LRTP and TIP are fiscally constrained.

Please feel free to call Mr. Michael Gordon, Chief, Planning & Implementation Branch, at (215) 814-2039 or Mr. Gregory Becoat, at (410) 305-3026 if you have any questions pertaining to this review.

Sincerely,

**MICHAEL
DUNN**

Digitally signed by
MICHAEL DUNN
Date: 2025.09.08
09:14:00 -04'00'

Michael J. Dunn, Acting Director
Air and Radiation Division

ENCLOSURE

1. 1997 O2 2024-2027 TIP 2045 LRTP- Hampton Roads Area Conformity Determination TSD1

Cc: Kara Greathouse, FHWA (via email at kara.greathouse@dot.gov)
Laura Keeley, FTA (via email at laura.keeley@dot.gov)
Jim Ponticello, VDOT (via email at jim.ponticello@vdot.virginia.gov)
Robert Crum, HRTPO (via email at rcrum@hrtpo.org)



REGION 3

PHILADELPHIA, PA 19103

SUBJECT: Technical Support Document (TSD) - Review of the 1997 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) Conformity Determination for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP) for the Hampton Roads Transportation Planning Organization (HRTPO)

FROM: Gregory A. Becoat GREGORY BECOAT Digitally signed by GREGORY BECOAT
Date: 2025.09.02 16:18:24 -04'00'
Planning & Implementation Branch (3AD30)

TO: Administrative Record of the Environmental Protection Agency (EPA) Review of the 1997 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) Conformity Determination for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP) for the Hampton Roads Transportation Planning Organization (HRTPO)

THRU: Michael Gordon, Chief MICHAEL Digitally signed by MICHAEL
GORDON
Date: 2025.09.04 09:53:21
-04'00'
Planning & Implementation Branch (3AD30) GORDON

I. Background

The purpose of this document is to review the 1997 8-hour ozone NAAQS Conformity Determination of the FY 2024-2027 TIP and the 2045 LRTP as prepared by the Hampton Roads Transportation Planning Organization (HRTPO) and Virginia Department of Transportation (VDOT). The purpose is to determine whether or not the conformity determinations meet the requirements of the Clean Air Act (CAA) and the applicable regulations promulgated thereunder at 40 CFR part 93. On July 31, 2025, EPA Region III received the FY 2024-2027 TIP and 2045 LRTP conformity determination from the Virginia Division of the United States Federal Highway Administration (FHWA) requesting EPA to review.

The amendments to the FY 2024-2027 TIP and 2045 LRTP were completed in order to adhere to the transportation conformity rule requirements. The conformity determinations were reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93, sections 93.108, 93.110, 93.112, 93.113(b), and (c).

Transportation conformity is required under section 176(c) of the CAA to ensure that federally supported highway and transit projects, and other activities are consistent with (conform to) the purpose of the state implementation plan (SIP). The CAA requires federal actions in nonattainment and maintenance areas to "conform to" the goals of the SIP. This means that such actions will not cause or contribute to violations of a NAAQS; worsen the severity of an existing

violation; or delay timely attainment of any NAAQS or any interim milestone. Actions involving FHWA or Federal Transit Administration (FTA) funding or approval are subject to the Transportation Conformity Rule (40 CFR part 93, subpart A). Under this rule, metropolitan planning organizations (MPOs) in nonattainment and maintenance areas coordinate with state air quality and transportation agencies (EPA, FHWA, and FTA) to demonstrate that their metropolitan transportation plans and TIPs conform to applicable SIPs. This is typically determined by showing that estimated emissions from existing and planned highway and transit systems are less than or equal to the motor vehicle emission budgets (MVEBs) contained in a SIP.

On April 30, 2004 (69 FR 23857), EPA published air quality area designations for the 1997 8-hour ozone NAAQS. In that rulemaking action, EPA designated the Counties of Gloucester, Isle of Wight, James City, and York, and the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg, VA as part of the Hampton Roads nonattainment area. On June 1, 2007 (72 FR 20490), EPA redesignated the Hampton Roads Area to attainment for the 1997 8-hour ozone standard. On May 21, 2013, EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160). On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 8-hour ozone NAAQS and attainment for the 2008 8-hour ozone NAAQS when the 1997 8-hour ozone NAAQS was revoked. These conformity determinations are required after February 16, 2019. The Hampton Roads Area was maintenance at the time of the 1997 8-hour ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 8-hour ozone NAAQS on May 21, 2012. As a result, the HRTPO is no longer required to demonstrate conformity through regional emissions analysis for the Hampton Roads Area. However, other conformity requirements, including the latest planning assumptions, interagency and public consultation, and fiscal constraint must still be addressed in the conformity assessment under the 1997 8-hour ozone NAAQS for the Hampton Roads Area.

II. EPA’s Evaluation

For all areas where transportation conformity applies, Table 1 – Conformity Criteria, found in 40 CFR 93.109(b), lists the conformity criteria that apply for transportation plans, TIPs, and projects in 40 CFR 93. This conformity determination analysis must use the latest planning assumptions (40 CFR 93.110). In addition, other requirements must be met and documented in the transportation plan and TIP conformity determination including fiscal constraint (40 CFR 92.108), interagency consultation and public participation (40 CFR 93.112), and timely implementation of Transportation Control Measures (TCMs) in approved SIPs (40 CFR 93.113). Table 1 below demonstrates how the document prepared by HRTPO satisfies the requirements for conformity determinations.

| |
|---|
| Table 1. EPA’s Evaluation of the Conformity Determinations of the Plan and TIP Submitted by the Virginia Division Office of the Federal Highway Administration for the |
|---|

Counties of Gloucester, Isle of Wight, James City, and York, and the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg, VA to EPA on July 31, 2025

| CRITERIA APPLICABLE TO PLAN AND/OR TIP | | | |
|--|--|-----|--|
| SECTION OF 40 CFR PART 93 | CRITERIA | Y/N | COMMENTS |
| 93.108 | Is the transportation plan fiscally constrained? | Y | EPA is deferring to FHWA, which has determined that the plan is fiscally constrained. |
| 93.110 (a-f) | Is the conformity determination based upon the latest planning assumptions? | N/A | The use of latest planning assumptions in 10 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the HRTPO SIP maintenance plan does not include any TCMs. |
| 93.112 | Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP? | Y | <p>Consultation procedures were followed in accordance with the HRTPO consultation procedures. These procedures are based on the procedures of the Commonwealth's conformity SIP.</p> <p><u>Interagency Consultation</u> The HRTPO has consulted with all appropriate agencies. This includes the VDOT, VADEQ, FHWA, FTA, EPA, and representatives from larger MPOs within the Commonwealth of Virginia.</p> <p><u>Public Consultation</u> The HRTPO has provided opportunities for public comment for a 14-day window, and no comments were received.</p> |
| 93.113(b) and 93.113(c) | Are TCM's being implemented in a timely manner. | N/A | There are no TCMs in any applicable SIPs. |

III. Conclusion

Pursuant to FHWA's July 31, 2025 request, EPA has reviewed the air quality conformity

determination for the FY 2024-2027 TIP and 2045 LRTP submitted by HRTPO. EPA has determined that the conformity determination for the 1997 8-hour ozone NAAQS for the Hampton Roads Area meets the requirements of the CAA and the applicable regulations promulgated at 40 CFR part 93 as long as FHWA determines that the TIP and plan demonstrate fiscal constraint.

ITEM #23: OLD/NEW BUSINESS

ITEM #24: ADJOURNMENT