

# COMMUNITY GUIDE

TO

# TRANSPORTATION PLANNING

the heartbeat of  
**HAMPTON  
ROADS** TPO  
TRANSPORTATION PLANNING ORGANIZATION





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# The Hampton Roads Region

The Hampton Roads region with more than 1.7 million residents is situated in the middle of the Eastern Seaboard where the James, Nansemond and Elizabeth rivers pour into the mouth of the Chesapeake Bay. It is recognized as the 33rd largest Metropolitan Statistical Area (MSA) in the United States, eighth largest metro area in the Southeast United States and the second largest between Atlanta and Washington, DC. Six of the 10 largest population centers in the United States are located within 750 miles of Hampton Roads.<sup>1</sup> Its location at the mouth of the Chesapeake Bay has long defined the economy and the culture but it also creates unique challenges.

Hampton Roads includes an intricate system of bridges, tunnels and ferries, which provide those much needed connections between places where people live, work, and recreate on both sides of the water.

## Economic Base

The economic base consists of military installations and a diverse mix of industries, including shipping, defense-related industry, technology, tourism, service, manufacturing, and agriculture. Tourism, among these, provides unique attractions that set Hampton Roads apart, ranging from scenic beaches in Virginia Beach, to numerous cultural, recreational, and historic attractions in Williamsburg, Yorktown, and Jamestown.

## Maritime and Freight Industries

Our ability to rapidly move both people and freight to and from the region and connect with the marketplace is fundamental to Hampton Roads' future competitiveness. Hampton Roads is also home to the world's largest shipyard in Newport News and one of the busiest and fastest growing ports on the Eastern Seaboard.

## Defense

Hampton Roads is a unique national asset, containing the largest concentration of federal activities anywhere in the country outside of Washington, D.C. The region, dubbed "Pentagon South" houses over 80 operations/facilities of 16 departments and agencies of the Executive Branch of the federal government including all 5 military services, the second highest concentration of military personnel in the U.S. It is home to the nation's largest naval facility, provides primary air defense to our nation's Capitol, homeland security to our port and seacoast, and a \$14.6 billion economic impact to the Hampton Roads region and the Commonwealth. The region enjoys a lower unemployment rate relative to the rest of the nation, primarily because of the

strong military presence. Dependable, efficient and cost effective travel to and from the Washington, D.C. area and general mobility is vital to defense operations and readiness.

## Research and Technology

The Hampton Roads region is home to a burgeoning research and technology sector, comprising robotics, modeling and simulation, fabrication, and space travel. Bolstered by a diversity of higher education institutions, regional medical centers, and the second largest concentration of engineers in the country, such economic development spurs future innovation to the benefit of the region and the nation.

## Tourism

Hampton Roads is home to major tourist destinations, including the Virginia Beach Oceanfront and the historic Williamsburg area, attracting nearly five million tourists annually. In addition, Hampton Roads serves as a gateway to North Carolina's Outer Banks, an added tourist destination within the Hampton Roads economy.

## Education

The region boasts 11 institutions of higher learning including the College of William and Mary, Hampton University, Norfolk State University, Christopher Newport University, and Old Dominion University.



<sup>1</sup> *HR Chamber of Commerce. The*

# Fast Facts

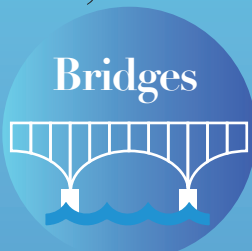
## about the Hampton Roads Metropolitan Planning Area



2,909



1,226



Average commute time



Amtrak train passengers  
in Hampton Roads



Institutions of  
higher learning



Port on the East Coast



1,300

Miles of shared use paths,  
shoulders, wide sidewalks,  
bike lanes, and trails



# The Hampton Roads Transportation System

## Highway

The construction of our highways and roads is largely financed by local, regional, state, and federal taxes. Our cities and VDOT build and maintain them. The citizens of Hampton Roads drive approximately 40 million miles on the average day. For more information see [www.hrtpo.org](http://www.hrtpo.org), [www.hrtac.org](http://www.hrtac.org), and [www.virginiadot.org](http://www.virginiadot.org).

## Public Transportation

HRT, WATA, and Suffolk Transit are the primary providers of public transportation in Hampton Roads. Local citizens of Hampton Roads make approximately 15 million trips on public transportation per year. This number includes ridership on regular and express buses, light rail, tourist and commuter vehicles, vanpools, and passenger ferries. Transit usage increased significantly between 2008 and 2012, but has decreased each year since then.

The Tide light rail line in Norfolk was completed in 2011, connecting the Medical Center Complex in Norfolk with Newtown Road at the Virginia Beach City Line. To augment the current operation, Hampton Roads Transit (HRT) is conducting an analysis to extend light-rail to Naval Station Norfolk. For more information see, [gohrt.com](http://gohrt.com), <http://www.suffolkva.us/429/Suffolk-Transit>, [wata.org](http://www.wata.org), and <http://www.hrtpo.org/page/public-transit/>.

## Port and Freight Rail

The Port of Virginia--located primarily in Hampton Roads--ranks third in terms of volume handled by East Coast ports. In addition to bulk cargo such as coal, the port handles approximately 3 million 20-foot container equivalents (TEUs) annually. According to the 2019 State of the Port, the Port of Virginia is responsible for 530,800 jobs across the Commonwealth. For more information, see [www.portofvirginia.com](http://www.portofvirginia.com) and [www.hrtpo.org/page/intermodal-management-system/](http://www.hrtpo.org/page/intermodal-management-system/).

Two Class I railroads--CSX and Norfolk Southern--serve Hampton Roads. In 2018, they delivered roughly 43 million tons of coal to Hampton Roads, the largest coal port in the U.S.. In addition, approximately one-third of general cargo passess through local ports is moved by rail. For more information, see [www.csx.com](http://www.csx.com) and [www.nscorp.com](http://www.nscorp.com).



## Passenger Rail

Amtrak serves Hampton Roads at its Williamsburg, Newport News, and Norfolk train stations. Both the Peninsula and Southside are served by two trains per day, with a third train planned for the Norfolk station in 2020. For more information see [www.amtrak.com](http://www.amtrak.com).

Planning is currently underway for a network of high-speed rail service between Washington, D.C. and the Southeastern United States. As part of this project, Hampton Roads would be connected to the high-speed rail network via a connection to Richmond. For more information, see [www.hrtpo.org/page/high-speed-passenger-rail/](http://www.hrtpo.org/page/high-speed-passenger-rail/).

## Air Travel

Norfolk International and Newport News/Williamsburg International airports serve Hampton Roads with over 2 million passengers boarding flights in 2019, the highest amount in over a decade.

## Commuting Alternatives

In Hampton Roads, commuting alternatives are promoted by TRAFFIX--a cooperative public service funded by the HRTPO and operated by HRT--providing ridesharing, van leasing, telecommuting, and guaranteed ride programs. Established in 1995, the goal of the TRAFFIX program is to reduce the amount of local auto travel. TRAFFIX has assisted in the development of dedicated Park and Ride lots, established express bus service to Naval Station Norfolk, and worked with employers (large and small) to establish transportation programs that encourage the use of alternate modes when commuting to work. For more information, go to <https://gotraffix.com/> or call 1-800-700-RIDE (7433).

## Active Transportation

Citizens using active transportation, walking, biking, etc. improve their health while getting where they need to go. Hampton Roads has an extensive network of multi-use sidewalks and paths. The HRTPO is facilitating connections to the 50-mile Virginia Capital Trail running currently from Richmond to Jamestown. HRTPO staff is developing an Active Transportation (AT) Plan for Hampton Roads. For more AT information, see [www.hrtpo.org/page/active-transportation/](http://www.hrtpo.org/page/active-transportation/).



# What is Transportation Decision Making?

Transportation has a direct effect on each resident of Hampton Roads. Using transportation, many are able to work, trading their services for the services of others via the marketplace. Even one who never leaves the home needs goods--such as food and clothing--and services--such as police and fire--which move on the region's transportation system.

Because transportation is critical to Hampton Roads' economic vitality and your quality of life, the HRTPO wants to provide you with opportunities to participate in the transportation decision making process. This guide will help you understand that process.

Transportation decision making is the process of evaluating candidate transportation projects and services, and then choosing the combination of projects and services that best meet the region's needs in terms of mobility, safety, and economic development. These decisions take into account many factors, including cost, funding availability, and environmental justice.

## Who Makes Transportation Decisions for Hampton Roads?

Transportation decisions in Hampton Roads are made by several entities:

- The Commonwealth Transportation Board (CTB), VDOT's governing body.  
See [www.virginiadot.org](http://www.virginiadot.org) and [www.ctb.virginia.gov](http://www.ctb.virginia.gov)
- Transportation District Commission of Hampton Roads (TDCHR), HRT's governing body.  
See [gohrt.com](http://gohrt.com) and [gohrt.com/agency/governing-board/transportation-district-commission-of-hampton-roads/](http://gohrt.com/agency/governing-board/transportation-district-commission-of-hampton-roads/)
- The cities and counties of Hampton Roads.  
See their individual websites
- Williamsburg Area Transport Authority (WATA) Board.  
See [gowata.org](http://gowata.org) and [gowata.org/169/board-of-directors](http://gowata.org/169/board-of-directors)
- Hampton Roads Transportation Accountability Commission (HRTAC).  
See [www.hrtac.org](http://www.hrtac.org)
- Virginia Department of Rail and Public Transportation (DRPT).  
See [www.drpt.virginia.gov](http://www.drpt.virginia.gov)
- Hampton Roads Transportation Planning Organization (HRTPO).  
See [www.hrtpo.org](http://www.hrtpo.org)

The Hampton Roads Transportation Planning Organization (HRTPO), is the federally designated transportation agency for the Hampton Roads area and is responsible for:

- Planning the region's future multi-modal transportation system
- Allocating certain federal transportation funds to projects and programs
- Approving the implementation of all regionally-significant transportation projects--regardless of funding source--through a continuing, comprehensive, and cooperative transportation process
- Prioritizing transportation projects to be constructed in the region

The HRTPO is committed to involving interested parties from all walks of life, and considering their ideas through professional initiatives and a transparent process. This publication has been created to help inform and engage Hampton Roads' residents in our transportation decision-making process. We hope you find this handbook helpful as you strive to bring about positive change in your community.

# What is a Metropolitan Planning Organization?

Metropolitan Planning Organizations (MPOs) are transportation decision making boards comprised of representatives from local, state, and federal governments; transit agencies; and other stakeholders. MPOs were created in 1962, when the United States Congress passed legislation that mandated continuing, comprehensive, and cooperative urban transportation planning as a condition for receiving federal transportation funding in any Urbanized Area with a population greater than 50,000.

The core functions of an MPO are to<sup>1</sup>:

- Establish and maintain a fair and impartial setting for effective regional decision making with regard to metropolitan transportation planning.
- Evaluate transportation alternatives appropriate to the region in terms of its unique needs, issues, and realistically available options.
- Develop and maintain a fiscally-constrained, Long Range Transportation Plan (LRTP) – at least 20 years, for the metropolitan planning area.
- Develop and maintain a fiscally-constrained Transportation Improvement Program (TIP) – short range, 4-year plan, containing all transportation projects that require an action by the Federal Highway Administration or Federal Transit Administration.
- Involve the public in the four functions listed above.

## The Scope of the Metropolitan Planning Process

As the designated MPO for the Hampton Roads region, the HRTPO is responsible for a metropolitan transportation planning and programming process that is continuous, cooperative, and comprehensive. Through established processes, the HRTPO plans and approves projects, strategies, and services that address the following factors:<sup>2</sup>

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system.
10. Enhance travel and tourism.

<sup>1</sup> *The Transportation Planning Process Key Issues: A Briefing Book for Transportation Decision Makers, Officials, and Staff – FHWA/FTA.*

<sup>2</sup> *Federal Regulations - 23 CFR 450.306*



FAST Act - On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act (FAST Act)

# FAST ACT

- The first law in over 10 years to provide long-term funding certainty for surface transportation
- Replaced the "Moving Ahead for Progress in the 21st Century Act," (MAP-21)
- Authorized \$305 billion over five years (fiscal years 2016-2020)
- A major theme of the FAST Act is accelerated project delivery
- The primary change in highway funding programs is the creation of the Surface Transportation Block Grant Program (STBGP)
- The Transportation Alternatives Program (TAP) under MAP-21 was eliminated. Under the FAST Act, transportation alternative (TA) projects are eligible for funding set-aside in the STBGP.
- Created a National Multi-modal Freight Network
- Established a new formula-based National Highway Freight Program funded at \$6.2 billion
- Re-established a competitive grant program and stable formula funding for bus and bus facilities
- First time a rail title is part of a major surface transportation bill

## State:

On April 6, 2014, Governor McAuliffe signed into law Virginia House Bill 2, which ultimately created a statewide project prioritization process named SMART SCALE



- Directed the CTB to develop and use a scoring process for project selection by July 2016
- The prioritization process evaluates projects in six factor areas: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use coordination (areas with over 200K population)
- Factor areas are weighted differently by highway construction district
- Projects scored based on an objective analysis applied statewide
- Requires project benefits be analyzed relative to project cost
- Commonwealth Transportation Board (CTB) reviews the prioritized project to inform their funding decisions for the Six-Year Improvement Program (SYIP)



HB1887 - Approved by the General Assembly and signed into law in February 2015

- Established a new transportation funding formula
- Established funding for the State of Good Repair (SGR) Program 45%, High-Priority Projects (HPP) Program, 27.5%, and Construction District Grant (DG) Program- 27.5%
- The HPP Program and the Construction DG Program are subject to SMART SCALE
- HB 1887 removes the 40-30-30 (Primary, Secondary, Urban Systems) highway funding formula

## Regional:

HB 2313 – Approved by the General Assembly and signed into law in 2013

- Created the Hampton Roads Transportation Fund (HRTF)
- Legislation to address project funding gaps
- HRTPO to direct the use of HRTF funds
- Did not address issuing bonds secured by Fund
- Fund for new construction projects on new or existing roads, bridges, and tunnels
- Priority given to projects expected to provide the greatest impact on reducing congestion and ensures funds are used for construction projects in localities comprising Planning District 23
- Additional sales tax of 0.7%
- Additional wholesale fuels tax of 2.1%

HB 1253 – Approved by the General Assembly and signed into law in 2014

- Created Hampton Roads Transportation Accountability Commission (HRTAC)
- Stated that HRTAC does not replace HRTPO planning/programming functions”
- Gave HRTAC the power to issue bonds  
Transferred authority over the HRTF from HRTPO to HRTAC
- HRTAC’s funding plan must align with the Statewide Transportation Plan
- HRTAC is primarily funded with HB 2313 revenues
- HRTAC is a political subdivision of the Commonwealth of Virginia
- HRTAC procures, finances (HRTF, tolls, bonds), and operates highway bridge and tunnel projects



HB 768 – Approved by the General Assembly and signed into law in 2018

- Motor Vehicle fuels; sales tax in certain regions of the Commonwealth
- Established a floor on the 2.1 percent sales tax imposed on motor vehicles sold in Northern Virginia and Hampton Roads
- The average distributor price upon which the tax is based shall be no less than be no less than what the statewide average distributor price would have been on February 20, 2013
- The bill defines average distributor price



# Who Makes Up the HRTPO?

The HRTPO is the MPO for the Hampton Roads metropolitan planning area. As such, it is the federally mandated transportation policy board comprised of representatives from local, state, and federal governments, transit agencies, and other stakeholders, and is responsible for transportation planning and programming for the region.

## HRTPO Board

Voting representation on the HRTPO Board includes elected officials from the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, Franklin, Southampton and Williamsburg, and the Counties of Gloucester, Isle of Wight, James City, and York; two members of the Virginia Senate and two members of the Virginia House of Delegates; plus representatives from Hampton Roads Transit, Williamsburg Area Transit Authority, the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, and the Virginia Port Authority.

Non-voting board members include chief administrative officers from the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, Franklin, Southampton and Williamsburg, and the Counties of Gloucester, Isle of Wight, James City, and York; representatives from the Federal Highway Administration, Federal Transit Administration, Virginia Department of Aviation, Peninsula Airport Commission, Norfolk Airport Authority, HRTPO Community Advisory Committee, HRTPO Freight Transportation Advisory Committee, and liaisons from the region's military installations. The HRTPO Board continually assesses its membership in response to changes in regional transportation needs, and may add other stakeholders accordingly.

Regular meetings of the HRTPO Board are held at the Regional Building, 723 Woodlake Drive, Chesapeake, Virginia. To see a list of meeting dates and times visit the HRTPO Board meeting calendar online at [www.hrtpo.org/events](http://www.hrtpo.org/events).

You can find more information about HRTPO's committees and subcommittees, decision makers, or our planning and programming activities on our website at [www.hrtpo.org](http://www.hrtpo.org).

## Federal Government

The United States Department of Transportation is a federal Cabinet department of the United States government concerned with transportation and oversees federal highway, air, railroad, maritime and other transportation administration functions. Its mission is to "Serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future."<sup>1</sup>

Federal Highway Administration (FHWA) is a part of the U.S. Department of Transportation and provides expertise, resources, and information to continually improve the quality of the nation's highway system and its intermodal connections. FHWA is charged with the broad responsibility of ensuring that America's roads and highways continue to be the safest and most technologically up-to-date. FHWA apportions federal dollars annually on a formula basis for highways to every state and ensures federal laws and regulations are applied in planning and constructing surface transportation projects.<sup>2</sup>

The Federal Railroad Administration is an agency in the U.S. Department of Transportation with the purposes of promoting and enforcing rail safety regulations, administering railroad assistance programs, conducting research and development in support of improved railroad safety and national rail transportation policy, providing for the rehabilitation of Northeast Corridor rail passenger service, and consolidating government support of rail transportation activities.<sup>3</sup>

The Federal Transit Administration (FTA) is an agency within the U.S. Department of Transportation that provides financial and technical assistance to communities for planning, development, and improvement of public or mass transportation systems. The FTA is interested in easing traffic congestion, reducing pollution from

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<sup>1</sup> United States Department of Transportation.

<sup>2</sup> Federal Highway Administration.

<sup>3</sup> Federal Railroad Administration.

automobile emissions, shortening travel times and making communities more livable.<sup>4</sup>

### State Agencies

The Virginia Department of Transportation (VDOT) has statewide responsibility for public roads, bridges, and tunnels, including planning, programming, project development, construction, operations, and maintenance.

The Virginia Department of Rail and Public Transportation (DRPT) provides technical and financial assistance to Virginia’s public transit, ridesharing, and railroad operations

The Virginia Port Authority is an autonomous agency of the Commonwealth of Virginia that owns The Port of Virginia, a group of facilities with their activity centered on the harbor of Hampton Roads, Virginia.

The Norfolk Airport Authority is a political subdivision of the Commonwealth of Virginia and is an independent autonomous agency of the City of Norfolk. The Authority is governed by a Board of Commissioners consisting of up to nine members appointed by the Norfolk City Council for four-year terms, and an Executive Director overseeing day-to-day operations of Norfolk International Airport.

The Peninsula Airport Commission is a political subdivision of the Commonwealth of Virginia and is responsible for economic development and the day-to-day affairs of Newport News/Williamsburg International Airport.

### Regional Transit Providers

Hampton Roads Transit (HRT) provides public transportation for Hampton Roads’ core urban areas: Chesapeake, Hampton, Newport News, Norfolk, Portsmouth and Virginia Beach.

The Transportation District Commission of Hampton Roads (TDCHR), HRT’s governing body, consists of representatives from each of the seven cities it serves.

The Williamsburg Area Transport Authority (WATA) provides public transportation for Williamsburg, James City County, and York County.

<sup>4</sup> Federal Transit Administration.





## HRTPO Advisory Committees

The Transportation Advisory Committee (TAC), is comprised largely of the Chief Administrative Officers from local governments, acts as a standing advisory committee of the HRTPO Board and meets from time to time as circumstances require acting upon matters referred to it by the HRTPO Board.

The Community Advisory Committee (CAC), is comprised of Hampton Roads residents, serves as an advisory committee to the HRTPO Board and provides public input to the HRTPO Board on transportation issues.

The Transportation Technical Advisory Committee (TTAC), is comprised largely of local government engineers and planners and provides advice to the HRTPO Board on technical transportation matters. The TTAC meets the first Wednesday of most months at 9:30 a.m. at the Regional Building, 723 Woodlake Drive, Chesapeake, Virginia.

The Freight Transportation Advisory Committee (FTAC), is comprised of private-sector freight experts and advises the HRTPO Board on regional freight transportation requirements.

The Legislative Ad-Hoc Committee is comprised of appointed HRTPO Board members – including representatives from the General Assembly and elected officials from Hampton Roads localities – plus local legislative liaisons. The mission of the committee is to pursue legislative items that have overwhelming support from the HRTPO Board, to educate the General Assembly and other regions of the State regarding the challenges that face a water area particular to Hampton Roads, and to optimize the strengths of the region.

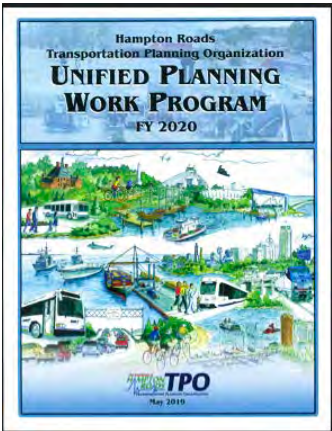
The Rail and Public Transportation Task Force is comprised of appointed members of the HRTPO Board and the Transportation Technical Advisory Committee, plus representatives from the local transit agencies, railroads, the Virginia Department of Rail and Public Transportation and other stakeholders. The Task Force serves as an advisory group to the HRTPO Board.



# Unified Planning Work Program

The HRTPO Unified Planning Work Program (UPWP) describes the regional transportation planning work to be carried out in the Hampton Roads Metropolitan Planning Area by the HRTPO and local public transportation agencies. The UPWP is organized as a set of tasks. Each task includes a description of the work to be done and specifies:

- Who will perform the work
- The schedule for completing the work
- Any resulting end products



## Funding for Transportation Planning Projects

### Planning Funds

Metropolitan Planning Organizations (MPOs) like the HRTPO are primarily funded with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds. These funds are matched at a ratio of 80% federal to 20% state/local. In Hampton Roads, the 20% match is divided evenly between state and local funds. Just as people budget for household expenses, MPOs must have fiscally constrained long-range plans. Every MPO

### Funds for Transportation Projects

is required to identify funds that will be available over the 20-year life of the Long Range Transportation Plan and four-year life of the Transportation Improvement Plan. The LRTP and TIP include proposed transportation improvements and identify the sources of funding to pay for the projects. Federal and state funds for transportation are primarily generated by taxes on the sales of gasoline and diesel fuel, while taxes on motor vehicle sales and other user fees provide additional funds at the state level.

Some localities throughout the nation generate revenue for transportation projects with local sales or gasoline taxes. HB 2313, signed into law in 2013, created the Hampton Roads Transportation Fund (HRTF), which is generated by a regional sales and use tax, plus a regional fuels tax. By state law, the HRTF must be used to fund highway, bridge, and tunnel projects within the Hampton Roads Planning District that provide the greatest congestion relief.

Private sources of funding for transportation may include payments or direct construction costs by real estate developers or other private interests and Public Private Partnerships (P3s or PPPs). P3s are contractual agreements formed between a public agency and private entity that allow for greater private sector participation in financing and constructing of transportation projects. Tolls are becoming an increasingly important source of revenue for transportation projects.

# Public Involvement

The HRTPO believes that our transportation planning process benefits from the input of all citizens in Hampton Roads. We know, that you have valuable knowledge and insight about the problems and needs of our communities. As such, we invite all interested persons to participate.

It is 7:45 a.m., you're in your car on your way to work. Ahead you see: "SIX MILE BACKUP" on a message board. How does this make you feel? Now, think of your ideal way to travel. Are you in a car, train, bus, walking, riding a bicycle or maybe telecommuting? Do you have transportation choices? Transportation planning is part of the process of improving transportation systems for better access and mobility of people and goods. Transportation planners study and recommend the best ways to maintain and improve the efficiency of our transportation system today and into the future.



Transportation professionals consider safety, mobility, accessibility, economic vitality, the environment, and numerous other priorities as they evaluate transportation options. They are also committed to preserving communities and neighborhoods, and involving the public in the transportation planning process.

Using data, transportation planners recommend the best transportation actions for the near term (4-6 years) and for the future (20+ years). Involving the public helps transportation planners gather information about road conditions, travel patterns, and transportation needs for current and future users. The continual process of providing information to and receiving information from the public can help identify and address transportation needs and concerns.



## Public Participation Plan

The Public Participation Plan (PPP) is part of a comprehensive effort to inform, increase awareness, and engage interested parties in the transportation planning and programming processes. The HRTPO staff develops the document cooperatively, with assistance from the Virginia Department of Transportation, transit agencies and with input from local and regional stakeholders and interested persons. The HRTPO Public Participation Plan serves as the blueprint for public involvement and outreach activities and is reviewed and updated every two years.



# How you can get involved with the



## Events & Programs

- Join your neighborhood civic association, invite HRTPO staff to speak at your next event.
- Attend City Council & Board of Supervisors Meetings; Hampton Roads Transit or Williamsburg Area Transit Authority meetings.
- Talk with planners & decision makers for your local government.
- Check for special HRTPO events on our social media pages.

## Social Media

Make us part of your weekly routine by staying up-to-date on our projects and conversations in the community.



## Send Us Comments

Write us at:

[publicinvolvement@hrtpo.org](mailto:publicinvolvement@hrtpo.org)  
HRTPO

723 Woodlake Drive  
Chesapeake, VA 23320

Or visit our website:  
[www.hrtpo.org](http://www.hrtpo.org)

## Learn More

Review our  
Public Participation Plan,  
Title VI & LEP Guide, and  
Public Meeting Map,  
among other resources at:  
[www.hrtpo.org/page/  
public-involvement](http://www.hrtpo.org/page/public-involvement)



# Title VI and Environmental Justice

According to the Federal Highway Administration, Title VI states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups). A growing number of state Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs) are considering environmental factors in a more systematic way earlier in the transportation planning process, recognizing that there are benefits to be gained from better decisions, which reduce potential public controversy and result in shorter times to project implementation.

The Environmental Justice (EJ) Orders further amplify Title VI by providing that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

When assessing our public involvement process, HRTPO is required under Federal Law, to ascertain the following:

- Does our public involvement process have an identified strategy for engaging minority and low-income populations in transportation decision-making? What strategies, if any, have been implemented to reduce participation barriers for such populations? Has their effectiveness been evaluated? Has public involvement in our planning process been routinely evaluated as required by regulation? Have efforts been undertaken to improve performance, especially with regard to low-income and minority populations? Have organizations representing low-income and minority populations been consulted as part of this evaluation? Have their concerns been considered?
- What efforts have been made to engage low-income and minority populations in the certification review public outreach effort? Does our public outreach effort utilize media (such as print, television, radio, etc.) targeted to low-income or minority populations.
- What mechanisms are in place to ensure that issues and concerns raised by low-income and minority populations are appropriately considered in the decision-making process? Is there evidence that these concerns have been appropriately considered?

Environmental Justice is the fair and meaningful treatment of all people regardless of race, ethnicity, age, income, or education level in transportation decision making and environmental planning. Effective Environmental Justice programs promote not only the physical environment of the public, but the mental and emotional environment as well. Through the practice of Environmental Justice, and effective public participation, communities traditionally left out of the planning process can be educated, informed and meaningfully engaged.



## Roadway Safety

There were 26,250 crashes in Hampton Roads in 2019, resulting in 16,895 injuries and 147 lives lost. Looking at these numbers another way, a crash occurred every 20 minutes throughout the region in 2019, with an injury occurring every 31 minutes and a fatality occurring about every two and a half days.

Because of the impacts that roadway safety has on both the transportation system and the quality of life in Hampton Roads, the HRTPO incorporates roadway safety into the transportation planning process. This planning began in earnest in 2000, when the HRTPO initiated the Hampton Roads Regional Safety Study. The original Hampton Roads Regional Safety Study was released in four parts: General Crash Data and Trends, Interstate and Intersection Crash Findings, Crash Analysis and Countermeasures, and Rural Safety.

The HRTPO released an update to the Hampton Roads Regional Safety Study in 2013 and 2014. This study was released in the following two parts:

**Part I**-Crash Trends and Locations-Part I of the study introduces previous the HRTPO safety planning efforts, reports the recent trends in roadway safety in Hampton Roads, details the characteristics of crashes in Hampton Roads, and specifies the number and rate of crashes for each mile of freeway and approximately 600 of the busiest intersections throughout the region.

**Part II**-Crash Countermeasures-Part II of the study builds upon the results of Part I by investigating ways to improve roadway safety. Sections in Part II include Efforts to Improve Roadway Safety, Potential for Safety Improvement, General Crash Countermeasures, Countermeasures for Locations with a high Potential for Safety Improvement, and Next Steps. The Potential for Safety Improvement section was developed using new analysis tools from the Highway Safety Manual and the Virginia Transportation Research Council.

The HRTPO will begin the process of updating the Hampton Roads Regional Safety Study in Summer 2020.

## Congestion Management Process

We who live and work in Hampton Roads are very familiar with the effects of traffic congestion and the impact that it has on our safety. Beyond safety impacts, congestion also has a tremendous impact on our citizen's overall quality of life. The HRTPO's Congestion Management Process (CMP) is an ongoing process that identifies congested locations, determines the causes of congestion, develops alternative solutions, and recommends strategies to mitigate congestion. The CMP is used as a guide to develop candidate projects for the Transportation Improvement Program (TIP) and the Long-Range Transportation Plan (LRTP). Additionally, the CMP is the source of congestion data used to prioritize candidate projects, the most effective of which are selected for the TIP and LRTP. To view the CMP visit [www.hrtpo.org](http://www.hrtpo.org) (keyword: CMP)

As part of the Congestion Management Process, the HRTPO staff annually updates and publishes the State of Transportation in Hampton Roads Report. This report documents existing data and historical trends for all facets of the regional transportation system, and compares Hampton Roads with similar metropolitan areas in the United States. To view the State of Transportation report visit [www.hrtpo.org](http://www.hrtpo.org) (keyword: State of Transportation).

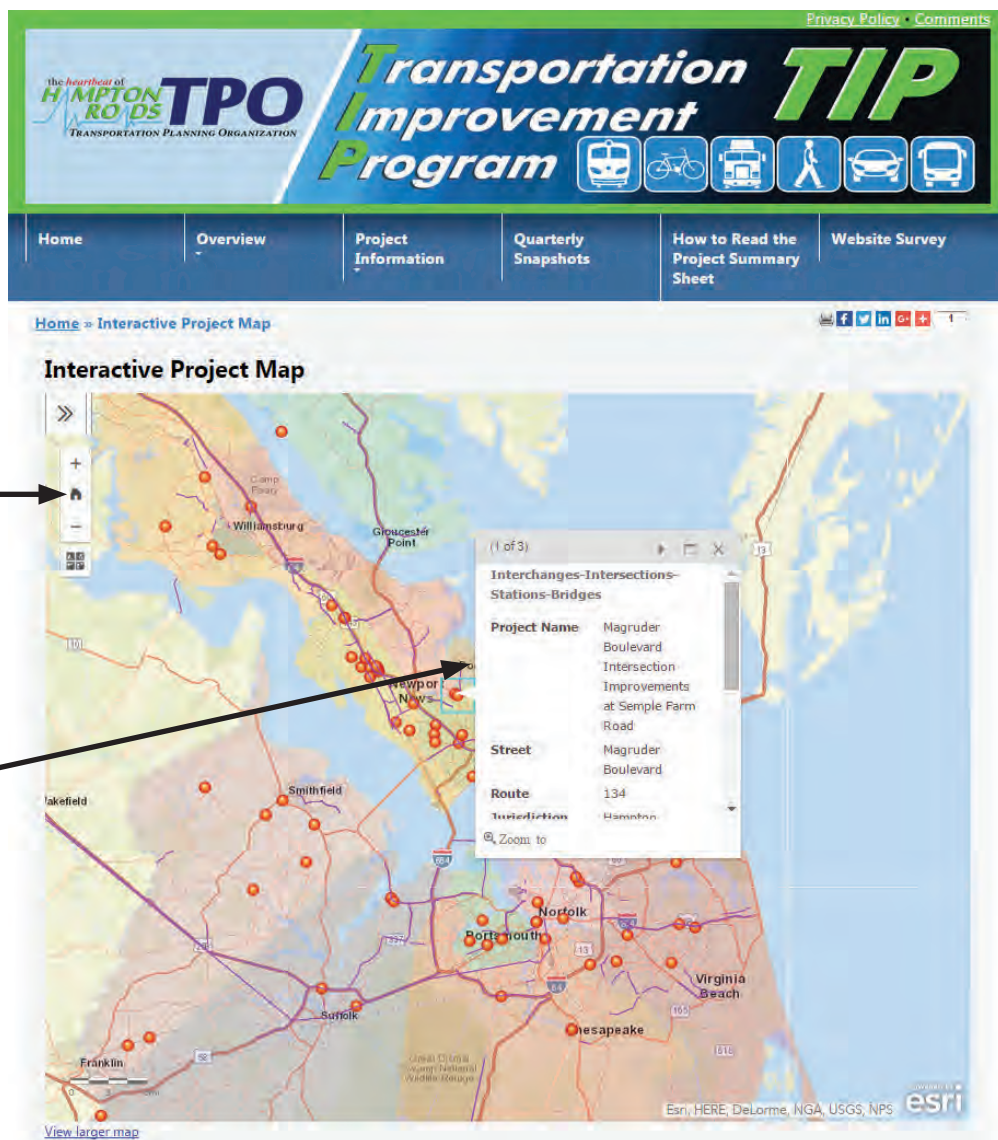




# Transportation Improvement Program (TIP)

A Transportation Improvement Program (TIP) is a 4-year program for the implementation of surface transportation projects within a Metropolitan Planning Area. The TIP is developed by the HRTPO in cooperation with State and local transportation agencies and contains all federally-funded and/or regionally significant projects to be worked on during the 4-year period. Before work can be done on such projects in Hampton Roads, they must be included in a current TIP approved by the HRTPO. The TIP must be financially-constrained and consistent with the current Long-Range Transportation Plan (LRTP).

The HRTPO provides all interested parties with opportunities to comment during the TIP development process, as well as on amendments to the TIP. The HRTPO TIP may be accessed on the web at: [www.hrtpotip.org](http://www.hrtpotip.org). The image below is a screen shot from the TIP website showing details about the interactive project map.



## CMAQ/RSTP Project Selection Process

As the metropolitan planning organization (MPO) for the Hampton Roads MPA, the HRTPO is directly responsible for project selection and allocation of funds under two federal funding programs – the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Regional Surface Transportation Program (RSTP).

CMAQ funds may only be allocated to eligible transportation projects and programs that help improve air quality and reduce traffic congestion.

RSTP funds are Surface Transportation Block Grant Program (STBGP) funds that are apportioned to specific regions within the State. As with STBGP funds, RSTP funds may be allocated to a wide variety of transportation projects and programs.

The process for obtaining CMAQ or RSTP funding for transportation projects is a competitive one. The CMAQ/RSTP Project Selection Process is a documented, cooperative effort involving the HRTPO, local governments, local transit agencies, and state transportation agencies.

The HRTPO provides all interested parties with an opportunity to submit project ideas for consideration for possible funding under CMAQ and RSTP. In addition, all meetings during which CMAQ and RSTP projects are selected and funding allocations are recommended are open to the public. Finally, the addition of new CMAQ and RSTP projects to the Transportation Improvement Program (TIP) is processed as a TIP Amendment and undergoes the public participation processes associated with TIP Amendments.

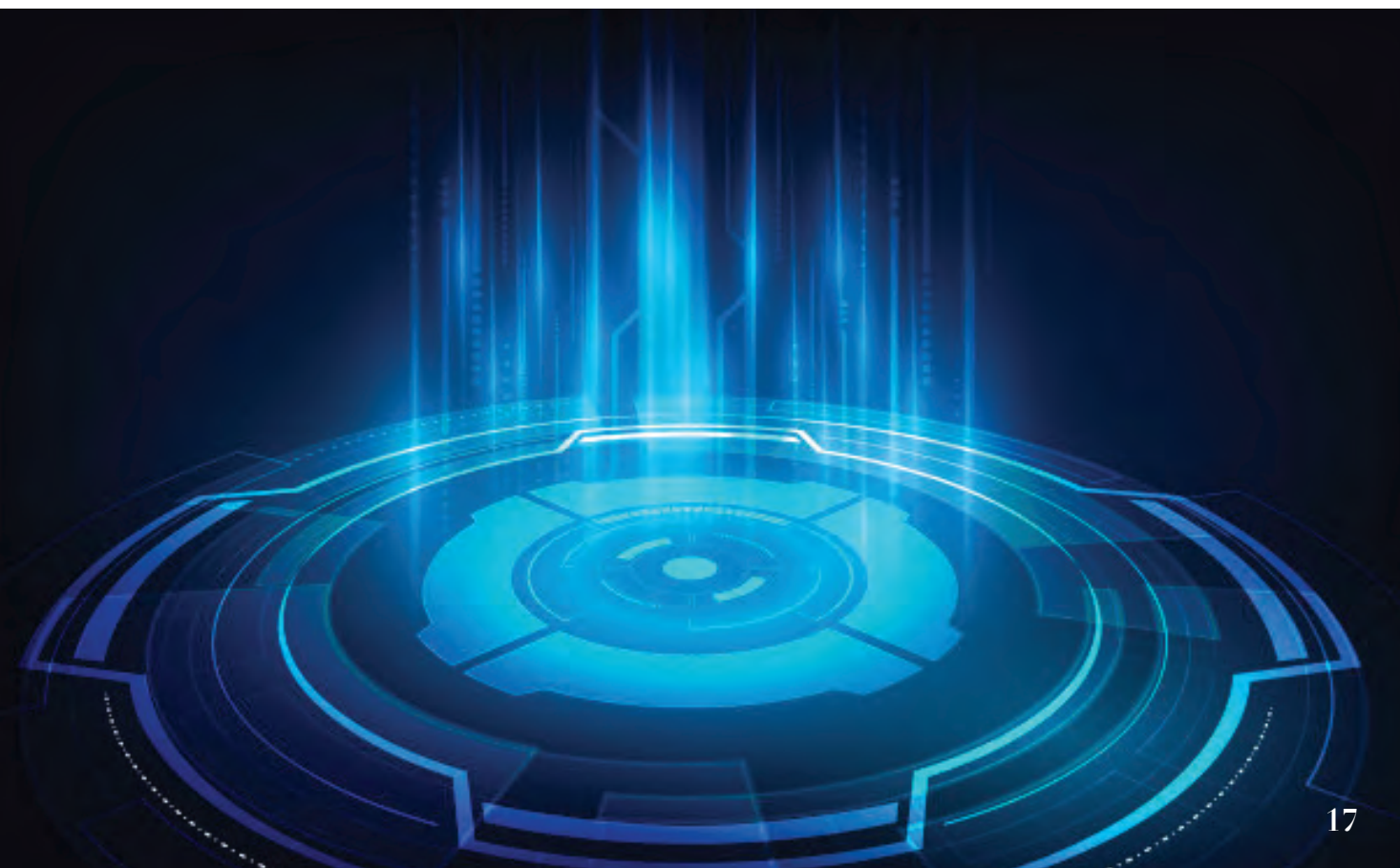
### Transportation Alternatives (TA) Set-Aside Project Selection Process

The Transportation Alternatives Program (TAP) was established in the Moving Ahead for Progress in the 21st Century Act (MAP-21). The TAP replaced funding from several pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, and Safe Routes to School, wrapping them into a single funding source. The Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015, converted the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBGP), aligning the program's name with how the Federal Highway Administration (FHWA) has historically administered it. The STBGP promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

Within the STBGP funding is a set-aside amount called the Transportation Alternatives or "TA" Set-Aside. These set-aside funds include all activities that were previously eligible under TAP, encompassing a variety of smaller-scale, non-traditional transportation projects. Projects funded under TA Set-Aside must comply with all applicable Federal requirements.

The process for obtaining TA Set-Aside funding is a competitive one. The TA Set-Aside Project Selection Process is a cooperative effort involving the HRTPO, local governments, local transit agencies, and VDOT.

The HRTPO provides all interested parties with opportunities to review and comment on proposed projects and funding associated with the TA Set-Aside. In addition, all meetings during which TA Set-Aside projects are selected and funding allocations are recommended are open to the public. Finally, the addition of new TA Set-Aside projects to the Transportation Improvement Program (TIP) is processed as a TIP Amendment and undergoes the public participation processes associated with TIP Amendments.



# Long-Range Transportation Plan

The Long-Range Transportation Plan (LRTP) is a transportation blueprint developed to help guide multimodal transportation investments, promoting system efficiency while maximizing the use of scarce transportation resources. LRTPs have a planning horizon of at least 20 years and are updated regularly (every five years in Hampton Roads) in order to reflect changing conditions and priorities.

To develop the LRTP, residents and officials work together considering characteristics of the region (such as projected population and employment growth, current and future traffic conditions, anticipated transportation technologies, climate and environmental considerations, freight movement, etc.) and how they are expected. These changing characteristics not only impact travel demand, but also how people may choose to travel in the future.

To address the range of possibilities, regionally significant multimodal candidate projects are collected from regional stakeholders, including the public. These candidate projects are evaluated using the regional transportation forecasting model and the Project Prioritization Tool. Each of the candidate projects receives scores based on several criteria, which include the project's ability to reduce congestion and improve the region's economy, as well as the readiness of the project.

The outcome of this process is a prioritized list of regionally significant transportation projects that meet the future needs of Hampton Roads. See the Project Prioritization and Selection Process for LRTP section for more information.

After alternatives are evaluated and prioritized, funding projected to be available over the 20-year period is taken into account to determine which projects will ultimately be included in the fiscally-constrained LRTP.

## Project Prioritization & Selection Process for the LRTP

The HRTPO uses an objective and data-driven project prioritization process to assist the HRTPO Board in selecting transportation projects that will benefit the region while maximizing the use of scarce financial resources. The HRTPO Project Prioritization Tool is designed to score candidate transportation projects based on their technical merits and regional benefits. The Tool evaluates transportation projects based on three components: Project Utility (ability to solve an existing transportation issue), Economic Vitality (ability to support economic growth), and Project Viability (project readiness and compatibility). Once evaluated, projects undergo public review and top-ranking projects are then selected for inclusion in the regional Long-Range Transportation Plan (LRTP), based on available funding. In addition to facilitating the selection of projects for the LRTP, the Tool also helps to position the region in the pursuit of additional Federal, State, and Regional transportation funds as they become available.

## Rural Long-Range Transportation Plan

To complement planning efforts that are conducted in the metropolitan and urban areas of the region, the HRTPO also develops the Rural Long-Range Transportation Plan (RLRTP) for the rural areas of Hampton Roads. Unlike the metropolitan LRTP, the RLRTP is developed as an unconstrained vision plan to address the needs of the transportation system in rural areas, regardless of anticipated funding availability. This regional plan can then be used by local, regional, and state agencies to help identify rural transportation funding priorities.

The HRTPO provides interested parties with opportunities to be involved in the development of the LRTP and RLRTP. See the Public Involvement section for ways you can get involved.





**The 2045 Long-Range Transportation Plan will use innovative planning techniques to advance an adaptive transportation system that seamlessly integrates transportation modes for all users, while improving quality of life and preserving the unique character of Hampton Roads.**

HRTPO 2045 LRTP Goals	HRTPO 2045 LRTP Objectives
Economic Vitality	<ul style="list-style-type: none"> <li>• Support regional growth and productivity</li> <li>• Support efficient freight movement</li> <li>• Support accessibility for tourism</li> </ul>
Safety and Security	<ul style="list-style-type: none"> <li>• Increase safety with an adaptive transportation system for all users, including minimizing conflicts between motorized and non-motorized modes</li> <li>• Ensure the security of the region's transportation infrastructure and its users</li> </ul>
Connectivity and Accessibility	<ul style="list-style-type: none"> <li>• Increase accessibility, connectivity and mobility of people and goods</li> <li>• Provide a variety of transportation options that accommodates all users</li> <li>• Increase the coordination of the transportation system, across and between modes, for people and goods</li> <li>• Reduce delay and improve travel efficiency</li> <li>• Improve connectivity and reliability between the Peninsula and Southside</li> </ul>
Sustainability - The Environment, Community, and Equity	<ul style="list-style-type: none"> <li>• Protect and enhance the environment, promote energy conservation, and improve the quality of life</li> <li>• Promote compatibility between transportation improvements and planned land use and economic development patterns</li> <li>• Minimize the environmental impact of future growth and transportation</li> <li>• Improve the sustainability of communities through increased housing choice and reduced auto-dependency</li> <li>• Ensure that mobility benefits positively affect low income residents</li> <li>• Engage a diverse public in the development of the region's transportation system</li> </ul>
Efficiency, Resiliency, & Innovation	<ul style="list-style-type: none"> <li>• Promote an efficient, reliable, and resilient regional transportation system</li> <li>• Consider the impacts of technology on system demand and performance</li> <li>• Make investments that improve flood resiliency</li> <li>• Preserve and maintain the existing transportation system</li> </ul>

# Voting members include

a representative from the following:

An elected official from each locality:

*\*Portions of Franklin, Gloucester and Southampton Counties are included in the metropolitan planning area*

## Public Transit Agencies

- Hampton Roads Transit
- Williamsburg Area Transit Authority

## State Agencies

- Virginia Department of Transportation
- Virginia Department of Rail and Public Transportation
- Virginia Port Authority

## Virginia General Assembly

- Two Members of the Virginia Senate
- Two Members of the Virginia House of Delegates



# Non-Voting members include

a representative from the following:

- Chief Administrative Officers for all Member Localities
- Federal Highway Administration
- Federal Transit Administration
- Federal Aviation Administration
- Virginia Department of Aviation
- Peninsula Airport Commission
- Norfolk Airport Authority
- Community Transportation Advisory Committee
- Freight Transportation Advisory Committee
- Military Liaisons
- Invited Participants from the Commonwealth Transportation Board

