

**PLEASE RSVP BY COB January 10, 2012**

January 5, 2012

**Memorandum #2012-02**

**TO: HRTPO Citizen Transportation Advisory Committee (CTAC)**

**BY: Chair William W. Harrison, Jr.**

**RE: CTAC Meeting, January 12, 2012**

Attached is the **agenda and related materials** for the next meeting of the **HRTPO Citizen Transportation Advisory Committee (CTAC)** scheduled for **Thursday, January 12, 2012 from 5:00 p.m. – 7:00 p.m.** in the **HRT Boardroom, HRT Headquarters, 3400 Victoria Boulevard, Hampton, VA.**

**Please reply with your RSVP no later than COB, January 10, 2012.**

/kg

**Citizen Transportation Advisory Committee:**

William W. Harrison, Jr., Chair, VB	Randy Lassiter, NO
Shepelle Watkins-White, Vice Chair, CH	Henry Lewis, YK
Richard Bowie, VB	Randy Lougee, NO
Don Cherry, JC	John Malbon, VB
William Christopher, NO	Howard Manly, NN
Ricky Clifton, NN	Carolyn McPherson, VB
Wanda Cooper, VB	Delceno Miles, VB
Roberta Edwards, CH	Philip Olekszyk, GL
Sharyn Fox, NN	James Openshaw, NO
Richard Green, SU	Ray Taylor, VB
Yukari Hughes, NN	Mary Tedder, HA
Dewey Hurley, WM	Kirsten Tynch, PO
Michael Jones, IW	Kristen Wells, PO

Cc: Dwight Farmer (HRTPO)  
Camelia Ravanbakht (HRTPO)  
Kendall Miller (HRTPO)  
Brian Chenault (HRTPO)  
Eric Stringfield (VDOT)  
TPO Voting Members  
TPO Voting Alternates  
TPO Nonvoting Members

**AGENDA  
HAMPTON ROADS  
CITIZEN TRANSPORTATION ADVISORY COMMITTEE  
January 12, 2012**

**CALL TO ORDER 5:00 P.M.  
Hampton Roads Transit Boardroom  
3400 Victoria Boulevard, Hampton, Virginia**

- 1. CALL TO ORDER**
- 2. PUBLIC COMMENT PERIOD** (Limit: 5 minutes per individual)
- 3. SUBMITTED PUBLIC COMMENTS**
- 4. APPROVAL OF AGENDA**
5. Minutes of November 10, 2011
6. New CTAC Members – 2012 Meeting Schedule
7. Passenger Rail in Hampton Roads
8. Governor’s 2012 Transportation Plan Overview
9. 2012 Federal Highway Administration – Federal Transit Administration Quadrennial MPO Certification Review
10. For Your Information
11. Old/New Business
12. Adjournment

**AGENDA ITEM #1: CALL TO ORDER**

The meeting will be called to order by the Chair at approximately 5:00 p.m.

**AGENDA ITEM #2: PUBLIC COMMENT PERIOD**

Members of the public are invited to address the CTAC. Each speaker is limited to five minutes.

**AGENDA ITEM #3: SUBMITTED PUBLIC COMMENTS**

There are no written public comments.

**AGENDA ITEM #4: APPROVAL OF AGENDA**

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires an action from the CTAC should be submitted at this time, as opposed to under "Old/New Business".

**AGENDA ITEM #5: MINUTES OF NOVEMBER 10, 2011**

**SUBJECT:**

Minutes of the November 10, 2011 CTAC meeting.

**BACKGROUND:**

Minutes of the Citizen Transportation Advisory Committee meeting held on November 10, 2011.

Attachment 5

**RECOMMENDED ACTION:**

Approve the minutes.

**Summary Minutes of the  
Hampton Roads Citizen Transportation  
Advisory Committee (CTAC) Meeting  
November 10, 2011**

The Hampton Roads Citizen Transportation Advisory Committee (CTAC) Meeting was called to order at 5:03 p.m. in the Regional Building Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**Hampton Roads CTAC Members in Attendance:**

William Harrison, Chairman (VB)	Kristen Wells (PO)
Shepelle Watkins-White, Vice-Chair (CH)	Richard Green (SU)
Philip Olekszyk (GL)	Tuck Bowie (VB)
Yukari Hughes (NN)	John Malbon (VB)
Randy Lassiter (NO)	Delceno Miles (VB)
Randy Lougee (NO)	Dewey Hurley (WM)
James Openshaw (NO)	Henry Lewis (YK)
Kirsten Tynch (PO)	

**Hampton Roads CTAC Members Absent:**

Roberta Edwards (CH)	Howard Manly (NN)
Michael Jones (IW)	Wanda Cooper (VB)
Ricky Clifton (NN)	Ray Taylor (VB)
Sharyn Fox (NN)	

**HRTPO Staff:**

Brian Chenault	Camelia Ravanbakht
Kendall Miller	Stephanie Shealey
Pavithra Parthasarathi	Joe Turner
Benito Pérez	

**Other Participants**

Bradley Weidenhammer, VDOT  
Geoff Segal, Macquarie Capital Advisors, ERC

Chair Harrison asked HRTPO staff to review the email addresses provided by CTAC members in order to ensure better communication. He reminded CTAC members to respond to the RSVP email so HRTPO staff can plan accordingly.

Chair Harrison reported the Governor is having a Transportation Conference entitled "Gateway to the World", on December 7-9, 2011 at the Norfolk Waterside Marriot Hotel. More information can be found at: [www.vatransconf.org](http://www.vatransconf.org).

**Public Comment Period**

There was no public comment.

## **Submitted Public Comments**

There were no submitted public comments.

## **Approval of Agenda**

Chair Harrison asked if there were any items to add to the agenda. The Committee approved the agenda as written.

## **Summary Minutes of September 8, 2011 CTAC Meeting**

Chair Harrison asked for any additions or corrections to the minutes. Hearing none, Mr. Bowie Moved to approve the minutes as written; seconded by Mr. Olekszyk. The Motion Carried.

## **HRTPO Public Participation Plan**

Ms. Miller reported the HRTPO'S Public Participation Plan (PPP) is designed as a resource for the HRTPO Board, staff, and general public to better understand the Organization's overall public participation strategy and procedures, as well as the federal mandates that guide the HRTPO's public participation efforts. Because the PPP is a living document that reflects the strategies employed for current transportation projects, it is necessary for the PPP to be current and up-to-date. She noted that as part of the HRPTO FY-12 Public Outreach Goals, staff is redesigning the HRTPO PPP.

Ms. Miller distributed the current PPP, published in December 2009, in order for CTAC members to familiarize them with the document. She indicated HRTPO staff was working on the latest edition which would contain the extensive public outreach initiatives implemented over the past two years.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will conduct a Certification Review of the HRTPO's transportation planning process in March 2012 and it is staff's goal to have a draft PPP available at that time.

She encouraged CTAC members to review the current PPP and submit any comments or questions.

## **2034 Long-Range Transportation Plan Status Report**

Ms. Parthasarathi reported the Long-Range Transportation Plan (LRTP) serves as the blueprint for the region's transportation development and identifies all regionally significant transportation projects for the Hampton Roads metropolitan planning area over a twenty-year period. The development of the financially-constrained 2034 LRTP over the last four years has been based on a collaborative process involving many regional stakeholders and the public to identify, prioritize, and seek transportation funding for needed investments.

As part of the development of the 2034 LRTP, a Project Prioritization Tool was crafted to assist decision-makers in maximizing scarce transportation funding. On June 16, 2011, the HRTPO Board approved the 2034 LRTP final list of projects. As required, the list of projects proposed to be included in the LRTP underwent an air quality conformity analysis to ensure compliance with the Clean Air Act. The final air quality conformity analysis has been transmitted to FHWA/FTA for a joint Conformity Finding.

Ms. Parthasarathi stated the 2034 LRTP is currently available on the HRTPO website and indicated the report contains:

- A snapshot of current transportation issues
- Existing and projecting population and employment
- Transportation challenges and strategies
- Candidate projects, including cost estimates
- Anticipated revenue stream for the 2034 LRTP
- Individual project analysis
- 2034 LRTP performance

The draft 2034 LRTP document was made available on the HRTPO website on November 8, 2011 with the public review period ending on December 8, 2011. She encouraged CTAC members to review the 2034 LRTP and submit comments by COB December 8, 2011.

Ms. Parthasarathi concluded, stating the final 2034 LRTP will be brought to the HRTPO Board for approval at its January 2012 meeting.

### **Downtown Tunnel/Midtown Tunnel/MLK Extension (DTT-MTT-MLK) Extension Project Briefing: VDOT**

Mr. Bradley Weidenhammer, VDOT Project Traffic Engineer, reported the DTT-MTT-MLK Extension project is an important project for the region. It contains three primary components:

- New two-lane tube for the Midtown Tunnel
- Extension of the MLK Expressway to I-264 with interchange
- Upgrades to the existing Downtown Tunnel and the other Midtown Tunnel tube

Mr. Geoff Segal, Senior Vice President, Macquarie Capital Advisors, Elizabeth River Crossings (ERC) stated the project will be advantageous to the region for several reasons, including:

- Reduction of congestion, travel time, fuel, and emissions
- Creation of a seamless connection to I-264
- Extension of the existing tunnels' lifespan
- End of bi-direction traffic in the Midtown Tunnel
- Enhancement of public transportation services made available through HRT

Mr. Segal explained the project was being developed as a public-private partnership which will allow the Commonwealth to leverage limited public dollars to deliver a complex project in a timely manner. He noted that VDOT will retain ownership of the project.

Mr. Weidenhammer indicated VDOT and ERC had reached an agreement on several key business terms:

- ERC will be responsible for \$2.5 billion of construction, operations, and maintenance costs
- The Commonwealth will provide \$395 million specifically to lower tolls
- Tolls for automobiles will be \$1.59 off-peak and \$1.84 peak
- MLK Extension tolls will be \$0.50 for tunnel users and \$1.00 for non-tunnel uses
- The terms of the project are set at 58 years

Mr. Segal indicated tolls will be collected by E-ZPass or by invoice. The invoice will be mailed to the individual and by Virginia law will be capped at two times the base toll rate.

Ms. Hughes asked if the rate would be the same for someone who does not have an E-ZPass. Mr. Segal replied there is an administrative charge associated with mailing the invoice a vehicle passes through and does not have an E-ZPass.

Ms. Ravanbakht inquired as to peak vs. off-peak hours and asked if the hours would be fixed or value-priced. Mr. Segal replied value pricing would be implemented; however, it would be a fixed schedule. He noted the schedule had not yet been finalized.

Chair Harrison noted it was stated in the presentation that the useful life of the existing tube would be extended by 50 plus years. He asked if the new tube would be constructed first, followed by a retrofit to the old tube. Mr. Segal replied the means and methods are being established; however, the current plan does not call for building one tube and then refurbishing the other. Much of the structural and electrical upgrades will occur behind the scenes. In addition, if any disruptions are needed, work will take place during the night hours.

After more discussion Mr. Weidenhammer summarized the timeline for the development of the project with construction to be complete in 2017.

Ms. Wells asked what the implications were for the Portsmouth resident trying to commute every day with so much construction taking place in one area. Mr. Segal replied that there will be as little interruption to the daily commute of Portsmouth residents as possible. The main construction should occur during the true off-peak hours to help maintain traffic flow.

Mr. Lassiter asked if the primary contractor was local to the area. Mr. Segal replied that Skanska Civil Southeast is the main contractor, local to the Hampton Roads area.

Mr. Bowie stated there was a recent article published in the Virginian Pilot regarding the controversy of whether the Governor's endorsed Route 460 project should be built before the Patriots Crossing. He asked if there was concern that one group may attempt to restrict another group from planning another P3 project in the area while negotiating a contract. Mr. Weidenhammer replied that public-private partnerships do not include non-compete clauses. He indicated the DTT-MTT-MLK Extension project was moving forward on its own right now.

Mr. Bowie inquired if this concern could be a factor in the future. Mr. Segal stated there were no other examples in Virginia where a PPTA included a non-compete clause. He noted that ERC had not requested one in the current contract negotiations.

Ms. Ravanbakht noted there was another bridge currently under construction by the private sector, the Jordan Bridge, scheduled to open in June 2012 with a toll of \$2.00, which would be another viable option for commuters.

### **FY 2012-2015 Transportation Improvement Program (TIP): Website Application**

Ms. Shealey reported the Transportation improvement Program (TIP) reflects those projects that will obtain funding in the next four years. She stated the HRTPO has made it a priority to help ensure that transportation funds are used as efficiently and effectively as possible in Hampton Roads. To improve its capabilities for monitoring the status of projects, HRTPO staff introduced a new format in the recently approved HRTPO FY 2012-2015 TIP. In addition to improving the transparency of the TIP by providing enhanced project description information and a location map, the new format includes funding allocation information as well as cost estimates, schedules, obligations, and expenditures by project phase.

To further enhance the transparency and user-friendliness of the new TIP, HRTPO staff has developed a web-based application for accessing the TIP. In addition to providing access to the up-to-date TIP document, an Interactive Project Map service provides easy access to project information based on project location.

Ms. Shealey demonstrated the web application and outlined each new feature, including the interactive project map which allows access to information on all mappable active projects, by location of each project, on a map of the region.

Ms. Ravanbakht commented that the TIP report is one of the core documents of the HRTPO. It is a federal regulation that every project scheduled for construction be included in this document. She encouraged CTAC members to go to the HRTPO website and try the TIP application.

### **For Your Information**

Chair Harrison highlighted the items in the For Your Information section of the agenda packet.

### **Old/New Business**

There was no old/new business.

### **Adjournment**

With no further business to come before the Citizen Transportation Advisory Committee, the meeting adjourned at 5:55 p.m.

**AGENDA ITEM #6: NEW CTAC MEMBERS – 2012 MEETING CALENDAR**

**SUBJECT:**

Introduction and welcome of the HRPTO's four newest CTAC members.

**BACKGROUND:**

In 2011, the CTAC added four new members to its Committee:

- Mr. Don Cherry – James City County
- Mr. William Christopher – Norfolk
- Ms. Carolyn McPherson – Virginia Beach
- Ms. Mary Tedder – Hampton

Mr. William Harrison, CTAC Chair, will introduce and welcome the members and provide all CTAC members with the 2012 meeting calendar.

Handout

**RECOMMENDED ACTION:**

For Informational Purposes.

## **AGENDA ITEM #7: PASSENGER RAIL IN HAMPTON ROADS**

### **SUBJECT:**

A discussion and update regarding the High-Speed and Intercity Passenger Rail Program (HSIPR), with emphasis on Hampton Roads.

### **BACKGROUND:**

In October 2009, the HRTPO Board approved a resolution in support of High-Speed and Intercity Passenger Rail development in Hampton Roads. Development of High-Speed and Intercity Passenger Rail in Hampton Roads includes establishing high-speed passenger rail service between Richmond, Petersburg, and Norfolk along the US Route 460/Norfolk Southern corridor and enhancing the existing intercity passenger rail service between Richmond and Newport News along the Interstate 64/CSX corridor.

In February 2010, the Commonwealth Transportation Board approved Alternative 1 of the Tier I Environmental Impact Statement (EIS), mirroring the recommended High-Speed and Intercity Passenger Rail development in Hampton Roads. DRPT submitted the Tier I EIS to the Federal Railroad Administration in Fall 2010, and is currently awaiting a Record of Decision.

Parallel to the Tier I EIS efforts, the HRTPO retained Transportation Economic and Management Systems, Inc. (TEMS) for the development of a Preliminary Vision Plan and Blueprint Study for High-Speed and Intercity Passenger Rail in Hampton Roads.

In 2012, HRTPO and TEMS, with cooperation from DRPT, will look into outlining a long-term strategy for implementing High-Speed and Intercity Passenger Rail for Hampton Roads.

Additionally, at the national level, the High-Speed and Intercity Passenger Rail program will face a pivotal year in 2012 as the program is shaped by Congress' deliberations on Transportation reauthorization.

Mr. Ray Taylor, CTAC member, will provide opening comments for this discussion.

### **RECOMMENDED ACTION:**

For Discussion and Informational Purposes.

## **AGENDA ITEM #8: GOVERNOR'S 2012 TRANSPORTATION PLAN OVERVIEW**

### **SUBJECT:**

A briefing on the Governor's 2012 Transportation Plan.

### **BACKGROUND:**

Building on the Transportation Package the Governor and General Assembly put forth in 2011, Governor McDonnell announced his proposed transportation policy and funding plans for the upcoming 2012 General Assembly session during the Governor's Transportation Conference in December 2011.

As outlined in the attached press release, the Governor unveiled a proposal to dedicate a greater portion of the sales tax and year-end surpluses to transportation. This approach would provide some additional funding for both maintenance and construction. His proposal, which must be approved by the General Assembly, includes the following transfers of general fund revenue to transportation:

- Increasing transportation's share of year-end surpluses to 75%.
- Increasing the dedicated transportation allocation of the sales tax from 0.5% to 0.75% over the next 8 years.
- Proposing that the first 1% in revenue growth over 5% each year be dedicated to transportation.

Additional proposals from the Governor included the following revenue-enhancements and policies to promote transportation investment:

- Authorizing the Commonwealth Transportation Board to implement a version of tax-increment financing whereby a portion of the growth in state tax revenues resulting from economic development surrounding a state funded transportation project would be reinvested in other projects to spur additional development.
- Expanding VDOT's Revenue Sharing Program to include maintenance.

Mr. Dwight Farmer, HRTPO Executive Director, will brief CTAC on this item.

Attachment 8

### **RECOMMENDED ACTION:**

For discussion and information purposes.



# Governor Bob McDonnell

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December 08, 2011

 You recommend **Governor McDonnell Outlines**
**Jeff Caldwell**  
 Press Secretary  
 (804) 786-2211

## Governor McDonnell Outlines 2012 Transportation Plan

### – Introduces funding, promotion, and policy framework at 2011 Governor's Transportation Conference in Norfolk –

\*Governor's 2011 Transportation Package Was Biggest Investment in Roads and Rail in Commonwealth in 25 Years\*

**NORFOLK** – Speaking to more than 700 industry and transportation agency professionals during the 2011 Governor's Transportation Conference in Norfolk, Governor Bob McDonnell today outlined his transportation policy and funding plans for the upcoming 2012 General Assembly Session. The governor called for changes in laws governing the allocation of future surpluses to transportation, dedicating portions of revenue growth attributable to transportation infrastructure projects to transportation, increasing the portion of sales tax dedicated to transportation, the establishment of an Interstate 85 Connector Economic Development and Promotion Zone to encourage businesses to invest in Virginia and ship through Virginia ports, and the advancement of Virginia's commercial space flight programs. The governor's new proposals follow the successful passage of his 2011 transportation agenda, which put the most new funding into roads and rail in the state in 25 years.

"Transportation and economic development and prosperity are inextricably linked," said Governor McDonnell. "Whether it's the infrastructure needed to move people and goods, or certain transportation-related industries poised for major growth and job creation, we must continue to make progress in improving our transportation networks if Virginia is to remain economically competitive. During my administration, we have made much progress, but we still have much more to do. That is why I am following up on last year's historic \$4 billion transportation funding package with an aggressive transportation program to continue to get Virginia out of gridlock and spur our economic recovery through job creation, forward-thinking investments, and promotion of Virginia's resources to attract additional private-sector development."

Virginia has made significant advances in transportation under the McDonnell administration. These include, among others:

- A historic investment in transportation of \$4 billion over the next three years, done without raising taxes. This is the biggest infusion of new funding for transportation in Virginia in 25 years.
- Reopening 19 closed rest areas and developing innovative new partnerships with the private sector to offset rest area maintenance and operating costs
- Completing four audits of transportation agencies resulting in the identification of more than \$1.4 billion in unspent transportation funds and a more streamlined project development process to expedite construction and maintenance work
- Creating the Office of Transportation Public-Private Partnerships
- Developing a new multimodal strategic plan that focuses on supporting economic opportunity, improving planning and implementation processes, and a renewed emphasis on customer satisfaction
- Working with the Federal Highway Administration to move forward with tolling Interstate 95
- Recent signings of major public-private transportation agreements including;
  - The Downtown-Midtown Tunnel/MLK Extension Project
  - The I-95 HOT Lanes Project
  - The Pound Connector and Doe Branch sections of Coalfields Expressway
  - The next eight-mile phase of Route 58 improvements along the 36-mile corridor between Hillsville and Stuart
- Advancing the I-85 Connector, a new interstate-style Route 460 between Petersburg and Suffolk

"While the governor's transportation package, which passed with broad bi-partisan support this year, set the framework for investing \$4 billion over three years—the largest investment in decades—Virginia must continue its focus on transportation to ensure future generations can depend upon our transportation network to move the goods and services necessary to keep the Commonwealth thriving," said Secretary of Transportation Sean T. Connaughton. "It is all about investing in our transportation network now to create jobs and help Virginia recover from the struggling economy. Last year's legislation enabled us to accelerate the issuance of \$1.8 billion in previously authorized transportation bonds at a time when VDOT is seeing near historically low interest rates, and the Commonwealth Transportation Board will issue \$1.1 billion in federally backed direct GARVEE bonds to better leverage our federal transportation dollars to support major congestion reducing PPTA projects. The newly created Virginia Transportation Infrastructure Bank will help leverage other local and private-sector capital for transportation projects through the issuance of low interest rate loans. Because of these efforts, nearly 900 project phases are moving forward and thousands of jobs have been supported in Virginia."

An independent economic analysis by Chmura Economics showed that once fully implemented, last year's transportation package would grow the Virginia economy by over \$13 billion and sustain an additional 104,000 jobs. This year's package will build upon that impact.

### 2012 Transportation Plan Highlights

The governor's proposed transportation plan for 2012 includes the following revenue-enhancements and policies to promote transportation investment:

- Increasing transportation's share of year-end surpluses to 75 percent. This measure will provide transportation with additional revenues without jeopardizing other key areas of need. Over the past 2 years, \$100 million in surplus has been sent to transportation.

- Authorizing the Commonwealth Transportation Board to implement a version of tax-increment financing. When the state funds a major new piece of transportation infrastructure, transportation should receive a portion of the growth in state tax revenues that result from economic development surrounding the project. These revenues will be reinvested in additional projects that can help spur additional development.
- Increasing the dedicated transportation allocation of the sales tax from .5 percent to .75 percent over the next 8 years. During the upcoming budget, increasing the dedicated sales tax percentage to .55 percent generating over \$110 million in new transportation funding going to maintenance
- Proposing that the first 1 percent in revenue growth over 5 percent each year be dedicated to transportation
- Expanding VDOT's Revenue Sharing Program to include maintenance. Currently, the state will match local money dollar-for-dollar on capital improvements within a locality. Enabling maintenance projects to be eligible for this program will help make our maintenance dollars go farther.
- Legislation to restructure and fund the Virginia Commercial Space Flight Authority and turn it into a true independent agency to develop the Mid-Atlantic Regional Spaceport into the number one commercial space flight facility in the nation
- Legislation to promote the Port of Virginia by eliminating some of the bureaucratic processes with which the Virginia Port Authority must comply and creating the I-85 Connector Economic Development and Promotion Zone, wherein companies shipping goods through the port or engaged in maritime commerce can operate income tax free for their first two years in operation

The governor will announce additional proposals and more detail of this year's transportation package over the next month leading up to 2012 General Assembly session.

# # #



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**Additional Links**  
PPEA - Alternative  
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Received Proposals  
Virginia Tech Panel  
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2011 Press Book

**AGENDA ITEM #9: FEDERAL HIGHWAY ADMINISTRATION – FEDERAL TRANSIT  
ADMINISTRATIN QUADRENNIAL MPO CERTIFICATION REVIEW**

**SUBJECT:**

The HRTPO is in the process of preparing for its Quadrennial Certification Review, slated to be conducted in March of 2012.

**BACKGROUND:**

Federal regulations (23 CFR Part 450 and 49 CFR Part 613) require that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify that the transportation planning process in areas with a population over 200,000 complies with those regulations at least once every four years. Representatives from FHWA, with input from FTA, and the State DOT participate in the review to determine how the MPO is fulfilling the intent of the planning statutes and regulations. Successful certification is evidence of an effective MPO and ensures that the MPO maintains eligibility to receive federal transportation funds.

Ms. Kendall Miller, HRTPO Public Involvement and Community Outreach Administrator/Title VI Coordinator, will provide an overview of the Certification process.

**RECOMMENDED ACTION:**

For Informational Purposes.

**AGENDA ITEM #10: FOR YOUR INFORMATION**

A. HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION MINUTES

The minutes from the November 17, 2011 HRTPO Board Meeting are attached.

Attachment 10-A

B. "A REGION UNITED"

Log on to [www.hrtpo.org](http://www.hrtpo.org) to view "A Region United", a new video presented by the HRTPO's Freight Transportation Advisory Committee (FTAC). The video discusses Hampton Roads and the challenges faced by those whose goal it is to move goods efficiently throughout the region.

Handout

# Hampton Roads Transportation Planning Organization (TPO)

## Board Minutes of November 17, 2011

The Hampton Roads TPO Board Meeting was called to order at 10:45 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

### HRTPO Voting Members in Attendance:

Molly Joseph Ward, Chair (HA)  
Alan P. Krasnoff, Vice-Chair (CH)  
Stan D. Clark (IW)\*  
Bruce C. Goodson (JC)  
McKinley Price (NN)  
Paul D. Fraim (NO)  
Kenneth I. Wright (PO)  
Herbert Green (Alternate, PQ)

Linda T. Johnson (SU)  
William D. Sessoms (VB)  
Thomas G. Shepperd, Jr. (YK)  
Thelma Drake (DRPT)  
Philip Shucet (HRT)  
Eric Stringfield (Alternate, VDOT)  
Jeff Florin (Alternate, VPA)  
Mark Rickards (WATA)

### HRTPO Nonvoting Members in Attendance:

William E. Harrell (CH)  
Brenda Garton (GL)  
Mary Bunting (HA)  
Robert C. Middaugh (JC)  
Neil A. Morgan (NN)  
Stanley Stein (Alternate, NO)  
J. Randall Wheeler (PQ)  
Selena Cuffee-Glenn (SU)

James K. Spore (VB)  
Jackson C. Tuttle, II (WM)  
James O. McReynolds (YK)  
William Harrison (CTAC)  
Ivan Rucker (FHWA)  
Capt. Mark Ogle (USCG)  
Wendy Vachet (Alternate, USN)

### HRTPO Executive Director:

Dwight L. Farmer

### CTB Participants:

Hollis Ellis (CTB)  
Aubrey Layne (CTB)

Shep Miller (CTB)

### HRTPO Voting Members Absent:

Christian D. Rilee (GL)  
W. Eugene Hunt (PQ)  
Clyde Haulman (WM)  
Senator John Miller (GA)

Senator Yvonne Miller (GA)  
Delegate John Cosgrove (GA)  
Dennis Heuer (VDOT)  
Jerry Bridges (VPA)

### HRTPO Nonvoting Members Absent:

W. Douglas Caskey (IW)  
Marcus Jones (NO)  
Kenneth L. Chandler (PO)  
Jeffrey Breeden (FAA)  
Irene Rico (FHWA)  
Tony Cho (FTA)

Brigid Hynes-Cherin (FTA)  
William Bell (FTAC)  
Wayne Shank (NAA)  
Ken Spirito (PAC)  
Capt. Mary Jackson (USN)  
Randall P. Burdette (VDOA)

\* Late or Early Departure

**Others Recorded Attending:**

John Gergely, Henry Ryto (Citizens); Earl Sorey (CH); Brian DeProfio (HA); Michael King, Jerri Wilson (NN); Bryan Pennington, Barbara Reese (NO); Eric Nielsen (SU); Tyrone Franklin (SY); Ellis W. James (Sierra Club Observer); Joe Howell (Naval Station Norfolk); Mark Osenbaugh (EV Williams); Debbie Messina (Virginian-Pilot); Rich Clifton (RK&K); W. Dewey Hurley, Rob Sinclair (Branscome); David White (VA Maritime Assoc.); Patrick Crote, Jack Hornbeck, Dean McCain (HRCC); George Segal (Macquarie Capital); Doug Smith (KCC); Tim McCarthy, Carolyn McPherson (Light Rail Now); Ray Taylor (FHR); Karen McPherson (Kimley-Horn); Janaye Coggins (FHWA); Tim Kerr (Chesapeake Alliance); Dana Dickens (HRP); John Herzke (Clark Nexsen); Brenda Hardison (Chesapeake Taxpayers Alliance); Adam Jack (VDOT); Peter Huber (Willcox and Savage); Germaine Fleet (Biggs & Fleet); HRTPO and HRPDC Staff: Camelia Ravanbakht, Jessica Banks, Sam Belfield, John Carlock, Rick Case, Brian Chenault, Jennifer Coleman, Nancy Collins, Kathlene Grauberger, Julia Hillegass, Frances Hughey, Jim Hummer, Rob Jacobs, Michael Kimbrel, Brian Miller, Kendall Miller, Pavithra Parthasarathi, Joe Paulus, Benito Pérez, Kelli Peterson, Joe Turner, and Chris Vaigneur.

**Public Comment Period**

One person requested to address the HRTPO Board. Chair Ward asked him to limit his comments to three minutes.

***Mr. Ellis W. James***

*Good morning. Thank you Madam Chair. My name is Ellis W. James. I reside in the City of Norfolk and I am a lifelong resident of this area. As several of you may have heard this morning, I expressed concern about the uranium mining moratorium. In looking at the situation, I would like to remind those of you who didn't get a chance to read it, in reference to the NAS Study that we are waiting for – the study will not make recommendations about whether or not uranium mining should be permitted, nor will the study include site specific assessments and it goes on. The question that I have and would like to pose to the TPO is this: If the moratorium should be lifted on uranium mining, in my mind, the question then becomes what will be the traffic impacts to the 460 project as an example, the question of the impacts along the North Carolina/Virginia border, and those impacts not only include traffic, but they also include the question of air quality and water quality and the other issues associated with that. This morning, the Hampton Roads Planning District Commission did request the General Assembly to maintain the moratorium on uranium mining or the consideration of such until at least 2013 General Assembly session. I would urge the TPO to take a close look at this and figure out whether or not there are significant impacts that do in fact impact our part of the Commonwealth. Although the uranium mining project is a long way from us in terms of the crow flying, I think it is a very serious aspect of what we are about right now. Thank you, Madam Chair.*

**Commonwealth Transportation Board (CTB) Members Comment Period**

Mr. Miller reported the Governor's Transportation Conference will be held in Norfolk on December 7-9 next month. Mr. Ellis commented that the CTB did not have its November meeting as the November and December meetings will be combined during the Transportation Conference.

Mr. Farmer stated it was staff's recommendation to allow Mr. Florin of the Virginia Port Authority (VPA) to announce an upcoming Freight Summit and also the production of a video by the Freight Transportation Technical Advisory Committee (FTAC). Mr. Florin reported there will be an inaugural Freight Summit on December 6, 2011 from 12:00 p.m. – 6:00 p.m. to promote the region's freight industry. Metropolitan Planning Organizations (MPOs) from across the State are invited to participate as they will be in the area to attend the Governor's Transportation Conference. He indicated FTAC has produced a video entitled "A Region United" in order to highlight the Committee's accomplishments over the past several months. He noted the video will be brought to the HRTPO Board at its December meeting.

### **Submitted Public Comments**

Chair Ward stated there were no submitted public comments in the agenda packet; however, there was one submitted public comment as a handout on the table.

### **Approval of Agenda**

Chair Ward asked for any additions or deletions to the agenda. Hearing none, Mayor Price Moved to approve the agenda as written; seconded by Mayor Sessoms. The Motion Carried.

### **Consent Agenda**

Chair Ward outlined the Consent Agenda as follows:

- Minutes
- FY 2012-2015 Transportation Improvement Program Amendment: Newport News
- FY 2012-2015 Transportation Improvement Program Amendment: Hampton Roads Transit
- Transportation Enhancement Program: Revised Project Proposal
- HRTPO Citizen Transportation Advisory Committee: Membership
- FY 2012 Budget Amendment

Mr. Farmer stated he was unsure if Item 10 – HRTPO Citizen Transportation Advisory Committee: Membership should be pulled for discussion since there was now a handout at the table to add Ms. Mary Tedder to the list of three new members already in the Consent Agenda.

Mr. Goodson Moved to approve the Consent Agenda to include all four new CTAC members; seconded by Mayor Sessoms. The Motion Carried.

### **2011 Recommended RSTP Projects and Allocations**

Mr. Kimbrel explained that under current federal regulations and state policy, it is the responsibility of the MPOs to select projects and allocate funds under two general funding programs: the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Regional Surface Transportation Program (RSTP).

The process began last July with a public notice period in order to allow the public the opportunity to submit project ideas for consideration under the CMAQ and RSTP programs. At the same time, the application process was open to all Hampton Roads localities and transit agencies, as well as state transportation agencies. The HRTPO staff evaluated, scored, and ranked each of the project proposals received in accordance with the methodologies previously approved by the HRTPO Board. In October, a Subcommittee of the Transportation Technical Advisory Committee (TTAC) reviewed the ranked project proposals and recommended a number of projects to be funded under the RSTP program. The CMAQ project selection and allocations will be presented to the HRTPO Board at the December 2011 meeting.

Mr. Kimbrel reported that during the November 2, 2011 TTAC meeting, the Committee recommended projects to receive available RSTP funds through FY 2018. Current RSTP projects in need of additional funding to allow completion of a project or project phase were addressed first; followed by consideration of new RSTP project proposals. A total of fourteen projects have been recommended to receive RSTP allocations; four previously approved RSTP projects with funding shortfalls, and ten new RSTP projects.

Mayor Sessoms Moved to approve the fourteen RSTP projects and allocations as well as the associated Transportation Improvement Program (TIP) amendments; seconded by Mr. Goodson. The Motion Carried.

#### **HRTPO Passenger Rail Study – Data Collection: Phase 2A Scope of Work**

Ms. Ravanbakht reported the Virginia Department of Rail and Public Transportation (DRPT) developed the Richmond/Hampton Roads Passenger Rail Project Tier I Draft Environmental Impact Statement (EIS) in 2009 in accordance with the National Environmental Policy Act (NEPA). To support the Commonwealth's efforts, the HRTPO Board approved a resolution in October 2009 in support of establishing high-speed passenger rail service between Richmond, Petersburg, and Norfolk along the US Route 460/Norfolk Southern corridor and enhancing the existing intercity passenger rail service between Richmond and Newport News along the Interstate 64/CSX corridor. In February 2010, based on the evaluation and numerous public comments received, the Commonwealth Transportation Board (CTB) selected Alternative 1 as the preferred alternative for enhanced conventional passenger rail service between Richmond and Newport News and higher-speed passenger rail service between Petersburg and Norfolk. DRPT has completed the Tier I Final EIS document and submitted the document to the FRA for a Record of Decision.

Ms. Ravanbakht explained that in the interest of improving the region's potential for passenger rail service, the HRTPO retained the services of Transportation Economics & Management Systems, Inc. (TEMS) during FY 2011. Two reports have been completed thus far: the Preliminary Vision Plan (Phase 1) and the Blueprint Study (Phase 1B).

The HRTPO Staff has coordinated with both the DRPT staff and DRPT Director Thelma Drake to ensure that the Phase 2A Scope of Work will meet the standards of all those involved.

During FY 2012, the HRTPO and TEMS, working with DRPT, will continue to pursue the Vision Plan for the region and initiate the first steps in the development of the Hampton Roads Passenger Rail Study, as set out in the Blueprint Study completed in December 2010. The tasks, outlined in Phase 2A, are to assemble and collect the appropriate databases required for the analysis of the market, routes, technology, and environmental conditions for a Service Development Plan application.

Ms. Ravanbakht concluded, stating the timeline for the data collection will be at least eight months. Once completed, TEMS will present its report to the HRTPO Board with some preliminary analysis.

Mr. Miller asked for the cost of the data collection and the shelf life of the data once collected. Ms. Ravanbakht replied the data collection contract price will be approximately \$190,000. The data collection will involve at least eight months of work and during that time, the consultant also plans to finalize data it collected a year ago for Phase 1 of the study.

Ms. Drake commented that DRPT's Tier I document is currently being reviewed by the Federal Railroad Administration (FRA) and DRPT cannot move forward on its Tier II work until the Tier I is approved.

Mr. Layne asked if the monies involved were CMAQ funds. Mr. Farmer replied affirmatively.

Mr. Stringfield indicated the HRTPO Board has to be mindful of the reimbursement requirements when expending CMAQ money. He noted VDOT will continue to work with the HRTPO to determine the best mechanism in which to authorize the funding.

Mr. Farmer stated he planned to have VDOT's full support on the TEMS Phase 2A Scope of Work contract before he executes it.

Mayor Sessoms Moved to authorize the Executive Director to execute the contract for Phase 2A (Data Collection) with TEMS; seconded by Mr. Green. The Motion Carried.

### **Adopting Principles for Federal Transportation Reauthorization: Resolution**

Ms. Ravanbakht explained that currently the country is operating under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) enacted in 2005. In September 2011, SAFETEA-LU was extended to March 31, 2012, marking this as the eighth extension of the highway bill that expired in 2009. The uncertainty of a long-term federal investment in state and local highway and transit programs, combined with a national recession and state budget problems, threatens the already stagnated transportation construction market. As recommended by the Association of Metropolitan Planning Organizations (AMPO), MPOs throughout the Nation are adopting fundamental principles for federal reauthorization and distributing this documentation to their U.S. Congressional Delegation.

(Mr. Clark arrives)

The HRTPO staff has drafted HRTPO Board Resolution 2011-06, adopting the following key principles to be considered in the development of the next multi-year surface transportation reauthorization bill:

- Funding for highways and transit should, at a minimum, modestly exceed the SAFETEA-LU levels in current law.
- Reauthorization should be for six years.
- The role of the Nation's metropolitan planning organizations (MPOs) should be maintained and strengthened.
- The program flexibility begun in ISTEA and continued in reauthorizations up to and including SAFETEA-LU should be maintained and enhanced, allowing states, local governments, and regions to invest funds to meet locally-defined needs.

Ms. Ravanbakht concluded, stating upon approval, the resolution will be distributed to the Hampton Roads U.S. Congressional Delegation, the Hampton Roads Delegation of the General Assembly, the Commonwealth Transportation Board, and Hampton Roads City Councils and Board of Supervisors.

Mayor Sessoms Moved to approve HRTPO Resolution 2011-06; seconded by Mayor Johnson. The Motion Carried.

### **Military Transportation Needs Study – Military Commuter Study**

Mr. Belfield reported the purpose of the Military Transportation Needs Study is to determine military transportation needs and to provide an efficient and safe transportation network for the military in Hampton Roads. In September 2011, the HRTPO Board approved the first phase of this study – the Hampton Roads Military Transportation Needs Study: Highway Network Analysis report. Phase Two of the study is to develop and conduct a military commuter survey to determine challenges facing local military personnel during their daily commutes in Hampton Roads.

The military commuter-based survey focuses on travel to, from, and within Hampton Roads and was developed by the HRTPO staff in cooperation with local U.S. Armed Forces and various transportation stakeholders. The survey results will be summarized and distributed to the HRTPO Board, local transit agencies, local governments, VDOT, and other decision-makers in an effort to improve military travel in the region.

Mr. Belfield indicated there are twenty-nine military and supporting sites that have been identified in part one of the study. Hopefully, each location will participate in the study in order to have regional coverage throughout the entire area.

The web-based survey is available for distribution and can be accessed via the HRTPO website at: <http://www.hrtpo.org>. The survey is open to military commuters from November 8, 2011 until February 20, 2012.

Ms. Drake asked if information regarding the \$230 million federal subsidy for riding transit was in the survey. Mr. Belfield replied affirmatively.

Ms. Vachet expressed her appreciation to the HRTPO staff, especially Mr. Belfield, Mr. Case, and Ms. Miller for their exceptional work on the survey. She noted the study has brought Hampton Roads Transit (HRT), the Virginia Port Authority (VPA), the Virginia Department of Rail and Public Transportation (DRPT), and all branches of the military together to address transportation in Hampton Roads.

Mr. Shepperd asked if the Military Facility Commanders had been engaged in the survey process. Ms. Vachet replied affirmatively and indicated they were a key part of the work.

Mayor Johnson indicated the survey should include Joint Coalition and Warfighting (JCW) for the Suffolk campus, rather than JFCOM. Mr. Belfield replied staff would change the data.

### **Downtown Tunnel-Midtown Tunnel-MLK Freeway Extension (DT-MT-MLK) Project**

Mr. Farmer reported the DT-MT-MLK project has received a large amount of media attention in the last few weeks primarily due to a November 5, 2011 article in the *Virginian-Pilot* entitled "Leaders: Divert U.S. Route 460 Dollar to Patriots Crossing." The Secretary of Transportation, Sean Connaughton, explained in the article that shifting funds from the U.S. 460 project to the Patriots Crossing would potentially have a negative impact on the finances for the DT-MT-MLK project. Secretary Connaughton also explained that if the State does not move forward with U.S. 460, there are projects in other parts of the State that are shovel ready and will receive the funds currently earmarked by the Governor to U.S. 460.

Mr. Farmer stated the Virginia Department of Transportation (VDOT) had requested to brief the Citizen Transportation Advisory Committee (CTAC) at its November 10, 2011 meeting and that presentation was in front of each Board member for review. VDOT informed HRTPO staff it will brief the HRTPO Board in January 2012.

Mr. Farmer commented he was diligently working to have Secretary Connaughton meet with the HRTPO Board to brief them on the subject. He noted a special HRTPO Board meeting may be called in order to accommodate Secretary Connaughton's schedule.

Mr. Farmer indicated staff had prepared a draft resolution that could be distributed to the Board members for discussion if desired.

Chair Ward inquired as to the purpose of the resolution since there was little information available for public knowledge. Mr. Farmer replied the resolution would state that the HRTPO urges the Secretary to closely communicate and coordinate with the HRTPO at the earliest possible time on the status of the project and any critically important issues that may affect future decisions by the HRTPO Board regarding planning or prioritizing of transportation projects. Staff has also recommended the resolution reflect language from the HRTPO supporting the consummation of the DT-MT-MLK, a public-private partnership (P3) contractual agreement that excludes any provision, clause, covenant, or agreement that prohibits or penalizes development of future water crossings in the vicinity of the project. He noted staff was concerned that either the HRTPO or the General Assembly may be penalized for future projects.

Mr. Goodson stated it was his belief that the HRTPO Board did not have enough information to make a knowledgeable decision. He suggested transmitting a letter to Secretary Connaughton from Chair Ward requesting additional information. Secondly, Mr. Goodson expressed concern that the resolution was not distributed to HRTPO Board members prior to the meeting in order to review it.

Mayor Fraim agreed with Mr. Goodson and suggested the letter contain questions prepared by the HRTPO staff.

Chair Ward asked if the letter should support the consummation of the contractual agreement excluding any provision or clauses, or strictly request additional information. Mayor Fraim indicated the letter should seek information pertaining to the competing facility clause and the escalator provision.

Mayor Sessoms stated the Secretary is aware of the HRTPO's concerns and is willing to meet; therefore, a simple letter should be transmitted. He also stated the last section of the resolution should be removed.

Mayor Wright asked if a copy of the contract was available. Chair Ward replied the contract was not available.

Mr. Harrison reported that representatives from Elizabeth River Crossings were in attendance at the November 10, 2011 CTAC meeting and directly asked whether there was a provision in the contract. It was denied.

Mr. Stringfield stated VDOT expected to have the comprehensive agreement in-hand by the end of the calendar year.

Mayor Johnson stated the discussion pertaining to the DT-MT-MLK project was initiated by a letter from the Hampton Roads Partnership (HRP) to Secretary Connaughton regarding U.S. 460. She asked if the HRTPO Board planned to speak to its position on the subject. Chair Ward replied it was her understanding the Board stated its position at the October 20, 2011 meeting with the HRTPO unanimously approving its stand regarding VDOT's request for a support letter of U.S. 460. She noted the localities should address HRP directly concerning its letter to the Secretary unless indicated otherwise by the HRTPO Board.

Mayor Johnson commented that although the issues were different, the letter from the HRP to Secretary Connaughton was in the HRTPO agenda packet with the DT-MT-MLK project agenda item. It was her belief that the letter spoke to the region's political leaders, and as such leaders on the HRTPO Board, it was where those decisions lie and not elsewhere.

Mayor Sessoms agreed with Mayor Johnson and stated it reinforced the HRTPO's project prioritization which had not changed.

Chair Ward also agreed and stated the record is solid and she planned to address the City of Hampton's concerns directly with HRP.

Mr. Harrell commented he believed Mayor Johnson was questioning whether the HRTPO Board should communicate to the HRP or if that should be done individually by the localities. Chair Ward stated the HRTPO Board could take it up for discussion if warranted.

Vice-Chair Krasnoff asked if the topic should be moved to New Business. Chair Ward indicated it was appropriate to discuss it under the current item as it was a related topic and also because the agenda was already approved by the Board. The current policy dictated that once the agenda was approved, no additional new business could be added. Vice-Chair Krasnoff agreed and suggested discussion at the December 15, 2011 HRTPO Board meeting regarding the creation of a Business Transportation Advisory Committee (BTAC). Chair Ward indicated it would be an agenda item for the following month.

### **Virginia Department of Rail and Public Transportation**

Ms. Drake reported construction of the Norfolk train was progressing well, in addition to the connection track south of Petersburg. Once CSX completes its current work, it will construct another 1,100 feet of track which will be the third track into North Carolina. DRPT thought it appropriate to prepare for this future track now while construction was already underway for the other track. In order to bring up trains two and three, DRPT must have funding in place and therefore, has requested CTB supply the necessary funding data to them. The CTB will submit the information at its January 2012 meeting since no meeting will be held in December due to the Governor's Conference.

DRPT has received the award to complete its TIER II Richmond to D.C. third track, a key component in the overall passenger rail process. Ms. Drake indicated both the Senate and the House will be voting on continuing that resolution which is also in the Transportation Appropriations Act for this year. The bill does not contain funding for high-speed rail; however, language requiring DRPT to immediately begin paying all operating expenses has been removed.

Ms. Drake stated DRPT's top priority is to create a funding supply for the operation of its passenger rail trains. She indicated there was currently no designated revenue source; yet expressed her appreciation for the continuing work set forth by HRTPO Board members to assist in the creation of such a source and including it in the HRTPO 2012 Legislative Agenda.

Regarding the HRTPO 2012 Legislative Agenda, Ms. Drake stated DRPT could not support the HRTPO's proposal to require the Commonwealth to pursue federal funding for the expansion of intercity and high-speed passenger rail because the final decision is based on the requirements of the application. If federal funding is received and the performance requirement in the application is not satisfied, DRPT will be forced to reimburse the Federal Government. Another proposal in the HRTPO Legislative Agenda that DRPT could not support is pertaining to the potential removal of the 30% match requirement. Ms. Drake indicated the assistance of both CSX and Norfolk Southern had been invaluable and she made a commitment to regarding this requirement. Lastly, DRPT could not support allowing rail enhancement funds to be matched by federal funds because once a project was federalized, the project would require more funds and more time to implement.

Ms. Drake expressed her gratitude to Mayor Fraim and the City of Norfolk for their efforts to realize passenger rail service in the area.

Mr. Farmer thanked Ms. Drake for attending the HRTPO Board meeting and for her helpful explanations regarding several proposals within the HRTPO 2012 Legislative Agenda. He strongly recommended adding representatives from DRPT and VDOT to the HRTPO Legislative Ad-hoc Committee in order to provide technical assistance with the legislation.

Mayor Fraim expressed his appreciation to Ms. Drake for her guidance in the passenger rail process for Hampton Roads.

### **HRTPO Board Action Items: Three Month Tentative Schedule**

Chair Ward outlined the three month summary of upcoming action items in the HRTPO agenda.

### **Correspondence of Interest**

Chair Ward highlighted the items in the Correspondence of Interest section of the Agenda packet.

### **For Your Information**

Chair Ward noted the items in the For Your Information section of the Agenda packet.

### **Old/New Business**

There was no old/new business.

### **Adjournment**

With no further business to come before the Hampton Roads TPO, the meeting adjourned at 11:45 a.m.

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Molly J. Ward  
Chair

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Dwight L. Farmer  
Executive Director/Secretary

**AGENDA ITEM #11: OLD/NEW BUSINESS**

**AGENDA ITEM #12: ADJOURNMENT**