

**Hampton Roads Transportation Planning Organization
Board Meeting – November 20, 2025
Agenda**

**Ballroom, Davis Student Union, 2nd Floor
Christopher Newport University
1 Avenue of the Arts, Newport News, VA 23606**

- 1: Call to Order
- 2: Approval of Agenda **[Action Requested]**
- 3: Public Comments
 - A. Submitted Public Comments
 - B. Public Comment Period (*limit 3 minutes per individual*)
 - C. Transcribed Public Comments from Previous HRTPO Board Meeting
- 4: Executive Director's Report
- 5: Approval of Consent Agenda **[Action Requested]**
 - A. HRTPO Financial Statement
 - B. 2025 CMAQ and RSTP Project Selection Process: Projects and Allocations for FY 2032
 - C. Disadvantaged Business Enterprise (DBE) Program 2025
 - D. Title VI Goals and Accomplishments FY 2024 – FY 2025
 - E. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Non-Exempt Conformity Amendments – Regionally Significant Amendments
 - F. Amended 2045 Long-Range Transportation Plan (LRTP) and FY 2024-2027
Transportation Improvement Program (TIP) Regional Conformity Assessment (RCA)
- 6: Appointment of HRTPO Nominating Committee – *Michael Hipple, HRTPO Chair*
- 7: HRTPO Bylaws – Proposed Amendment – *Pavithra Parthasarathi, HRTPO*
- 8: Fiscal Infrastructure Framework for Hampton Roads – *Bob Crum, HRTPO [Action Requested]*
- 9: FY 2027-2030 Transportation Improvement Program (TIP) Kick-Off – *John Mihaly, HRTPO*
- 10: Commonwealth Transportation Board Members Update
- 11: Virginia Department of Transportation Update
- 12: Virginia Department of Rail and Public Transportation Update
- 13: Virginia Passenger Rail Authority
- 14: Virginia Port Authority Update
- 15: Hampton Roads Transit and Williamsburg Area Transit Authority Updates
- 16: Freight Transportation Advisory Committee Update
- 17: Community Advisory Committee Update

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

ITEM #1: CALL TO ORDER

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

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

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

RECOMMENDED ACTION:

Approve the agenda.

ITEM #3: PUBLIC COMMENTS

A. Submitted Public Comments

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

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

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

C. Transcribed Public Comments from Previous HRTPO Board Meeting

Attached is the transcribed public comments from the October 16, 2025 HRTPO Board meeting.

Attachment 3C

**Transcribed Public Comments
HRTPO Board Meeting
October 16, 2025**

One person requested to address the HRTPO Board at the meeting held on October 16, 2025.

Mark Geduldig-Yatrofsky
Portsmouth Resident

Good morning, Chair, Board members, and other members. In the legislative packet for the upcoming session, there is discussion of a primary and secondary road funding mechanism for the region, and I would like to encourage you to think bigger. There will be a new administration in Richmond as of January. We will have a changed landscape in terms of funding for projects of all sorts. There is not enough certainty today in regard to what the federal partner is going to provide. And I believe that it would be a good time for the General Assembly to look at the whole system that has kind of been cobbled together over a period of decades. We need to take into account the change in the [inaudible], more electric vehicles, more alternate fuel vehicles, the state of public transportation, and how to fund it. How the Commonwealth should fund projects that are vital for our future. So I would ask you to ask the General Assembly to establish a study committee to look at the whole thing from top to bottom and try to put together something that makes sense for the 21st century. Thank you.

ITEM #4: EXECUTIVE DIRECTOR'S REPORT

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

Attachment 4

FORT MONROE FORWARD EVENT

Members of the HRPDC/HRTPO team attended the Fort Monroe Landscape Action Plan Launch on October 23. This event brought together community members, local leaders and world-class landscape architects to envision the future of the Fort Monroe property. Background information on this exciting strategic planning effort can be found on the [Fort Monroe Foundation website](#).



REGIONAL TRANSIT ADVISORY PANEL

The HRTPO Regional Transit Advisory Panel (RTAP) held its regularly scheduled meeting on October 20. Attendance/participation at these meetings continues to be excellent. Primary agenda items included the following:

- Williamsburg Area Transit Authority (WATA) Update
- Update on the Virginia Breeze – Tidewater Route Finalization by the Department of Rail and Public Transportation
- Hampton Roads Transit Unified Fare Systems Study
- Overview of the October 21 State of Transit Event
- Roundtable Information sharing by RTAP members on transit related items

STATE FUNDING FOR PLANNING DISTRICT COMMISSIONS

The HRPDC staff has worked with all 21 Planning District Commissions (PDCs) in Virginia to develop a one-page advocacy paper that expresses the need for increased State funding for all PDCs in Virginia. This advocacy one-pager was designed by HRPDC staff, professionally printed and circulated to all PDCs with a request that they share this information with their General Assembly members. HRPDC staff will continue to work with the Virginia Association of Planning District Commissions to ensure a coordinated effort to stress the importance of state funding to support Virginia's PDCs and regions.



REGIONAL STRATEGIC PLAN

The HRPDC Planning and Economics Department continues to lead the preparation of the Regional Strategic Plan as required for PDCs by the Code of Virginia. This phase of the planning process includes the collection of input from community partners on important regional issues that should be addressed in the Regional Strategic Plan for Hampton Roads. On October 17, the incoming class for the CIVIC Leadership Institute provided input into this strategic planning effort during a session that was held in Williamsburg. We want to thank class members for their input during this planning session and for their passion for our region.



COMMUNITY ADVISORY COMMITTEE (CAC)

The CAC held its regularly scheduled meeting on October 9 in Newport News. Agenda items included:

- 2050 Long Range Transportation Plan Update
- Active Transportation Update (bike/walk trails)
- HRPDC/HRTPO Public Engagement Plan
- Overview briefing by Newport News Economic Development Director





CHIEF ADMINISTRATIVE OFFICERS (CAO) COMMITTEE

The CAO Committee held its regularly scheduled meeting on November 5 in Hampton. Agenda items included:

- Discussion with local Foodbank representatives
- Introduction and Comments from Michael Davis, P.E., VDOT District Engineer
- Regional Infrastructure Fiscal Framework
- State Tax Exemptions and Update on Collaboration with other Regions
- Regional Information Sharing

OTHER MEETINGS AND EXECUTIVE DIRECTOR OUTREACH

- Participated in the Southside Network Authority Board meeting on October 10.
- Facilitated the PDC and TPO Pre-Briefing Calls with Board leadership on October 14.
- Attended the Regional Public Information Officer Subcommittee meeting on October 21.
- Several members of the HRTPO/HRPDC staff team attended the State of Transit Forum on October 21 at the Hampton Convention Center.
- Attended the Virginia Peninsula Chamber Board Meeting on October 23.
- Coordinated a meeting on October 27 between Hampton Roads Transit, Norfolk International Airport and City of Norfolk representatives to discuss opportunities for transit service to the Airport.
- Participated in a meeting with stakeholders on October 28 to discuss plans to extend the Virginia Capital Trail into Williamsburg.
- Attended the Hampton Roads Playbook Launch event that was hosted by the Hampton Roads Alliance on October 29 at the Sandler Center in Virginia Beach.
- The HRPDC/HRTPO Management Team held a strategic planning retreat on October 31.
- Attended the Southside Network Authority meeting with the Southside Chief Administrative Officers, which was held at the Regional Building on November 3.
- Participated in a trail planning meeting with Williamsburg staff on November 3.
- Participated in the Hampton Roads Chamber Leadership Exchange planning meeting on November 4.
- Provided a presentation as part of a panel on the Dutch Dialogues 10-year event on November 6.

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

A. HRTPO Financial Statement

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

Attachment 5A

RECOMMENDED ACTION:

Approve the HRTPO Financial Statement.

FISCAL YEAR 2026
9/30/25
STATEMENT OF REVENUES AND EXPENDITURES
25% OF FISCAL YEAR COMPLETE

REVENUES	Budget	Previous YTD	Current Month	YTD	% Received /Expended
VDOT-PL SEC 112	\$ 5,559,122	\$ -	\$ -	\$ -	0%
HRTAC	301,645	-	-	-	0%
VDRPT 5303/ Pass Through	1,208,508	-	-	-	0%
Total Revenue	7,069,275	-	-	-	0%
EXPENDITURES					
PERSONNEL	\$ 3,369,855	\$ 379,258	\$ 197,015	\$ 576,273	17%
STANDARD CONTRACTS	72,928	159	159	318	0%
SPECIAL CONTRACTS/PASS THROUGH	3,122,772	436	422	858	0%
OFFICE SERVICES	503,720	42,405	5,486	47,891	10%
INDIRECT COSTS	-	157,913	82,032	239,945	0%
Total Expenses	7,069,275	580,172	285,114	865,285	12%
TOTALS	\$ -	\$ (580,172)	\$(285,114)	\$ (865,285)	*

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

B. 2025 CMAQ and RSTP Project Selection Process: Projects and Allocations for FY 2032

The HRTPO selection process for projects proposed to be funded under both the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Regional Surface Transportation Program (RSTP) is conducted annually. The 2025 CMAQ/RSTP Project Selection Process allocates CMAQ and RSTP funds to eligible projects in the Hampton Roads region for FY 2032. Allocation of funds follows the methodologies, policies, and procedures approved by the TTAC and HRTPO Board as outlined in the ***Guide to the HRTPO CMAQ and RSTP Project Selection Process***.

<https://www.hrtpo.org/DocumentCenter/View/685/Guide-to-the-HRTPO-CMAQ--RSTP-Project-Selection-Process-PDF?bidId=>

“Penciled-in” requests are funding requests included in the original CMAQ or RSTP project application for years beyond the first year for which funds were requested. The Transportation Programming Subcommittee (TPS) had previously agreed not to accept new project applications for the 2025 CMAQ and RSTP Project Selection Process due to the “penciled-in” amounts for previously approved CMAQ and RSTP projects exceeding the anticipated available FY 2032 funding totals in both programs.

The FY 2032 CMAQ and RSTP funding recommendations were presented to TTAC at its November 5, 2025 meeting. The TTAC has recommended approval of the projects and allocations.

Attachment 5B

RECOMMENDED ACTION:

Approve the FY 2032 CMAQ and RSTP projects and allocations in the attached tables.

Table 1: 2025 CMAQ/RSTP Project Selection Process - Recommended FY 2032 CMAQ Allocations

#	UPC/ ID#	Jurisdiction	Project Description	Proposed Allocations FY - 32
Previously Approved Projects				
1	127599	Norfolk	Traffic Management Center (TMC) Upgrade	\$246,700
2	127826	Norfolk	Citywide Signal Retiming Phase VI	* \$353,320
3	127622	Hampton Roads Transit	Bus Vehicle Replacement	\$4,940,500
4	127823	Virginia Beach	Citywide Traffic Signal Retiming	* \$616,000
5	127828	Chesapeake	Citywide Signal Retiming -- Phases 1-5	\$150,000
6	127595	Norfolk	Advanced Traffic Management System (ATMS) Phase 5	\$648,420
7	127825	Newport News	Citywide ITS Upgrades	\$500,000
8	127824	Newport News	Citywide Signal Retiming	\$500,000
9	127597	Norfolk	Citywide Signal System Upgrades	\$1,790,750
10	127598	Norfolk	Traffic Signal Detection Upgrades	\$832,200
11	127621	WATA	Bus Vehicle Replacement	\$3,752,402
12	127831	Chesapeake	Cedar Road Sidewalk -- Cedar Lakes to Bartell East	\$600,000
			FY-32 Mark	\$15,361,905
			Total FY-32 Allocations	\$14,930,292
			Total Left in Reserve/Balance Entry	\$431,613

* Project is fully funded with the proposed FY 2032 allocation.

Table 2: 2025 CMAQ/RSTP Project Selection Process - Recommended FY 2032 RSTP Allocations

#	UPC #	Jurisdiction	Project Description	Proposed Allocations FY - 32
Previously Approved Projects				
1	T14104	HRT	goCommute Program	\$1,000,000
2	123588	Norfolk	Citywide Fiber Upgrades	\$1,707,100
3	123636	Chesapeake	Military Hwy Near Bainbridge Blvd Safety Improvement	* \$1,651,188
4	123635	Norfolk	Military Highway at Poplar Hall Shared Use Path	\$2,703,148
5	123587	Chesapeake	Rt 17/460 Intersection Improvement	* \$9,814,153
6	T19477	HRT	Pennisula BRT	\$2,800,000
7	110627	Gloucester County	Rt. 17 Gloucester Point Shared Use Path	\$4,758,773
8	123585	Virginia Beach	Laskin Road Phase I-B	\$11,187,691
			FY-32 Mark	\$37,078,513
			Total FY-32 Allocations	\$35,622,053
			Total Left in Reserve/Balance Entry	\$1,456,460

* Project is fully funded with the proposed FY 2032 allocation.

C. Disadvantaged Business Enterprise (DBE) Program 2025

The Disadvantaged Business Enterprise (DBE) Program Manual provides the Hampton Roads Transportation Planning Organization (HRTPO) and the Hampton Roads Planning District Commission (HRPDC) with guidance on administering their procurement procedures to align with the requirements prescribed by the U.S. Department of Transportation (USDOT) and the Virginia Department of Transportation (VDOT).

Staff has prepared an update to the DBE Program Manual, “Disadvantaged Business Enterprise Program,” to ensure that DBE firms continue to have equal opportunities to participate in the performance of USDOT-assisted contracts administered by the HRPDC/HRTPO. The DBE program document describes the objectives, policy, definition of terms, and functional requirements to be incorporated into internal procurement processes. The document was made available for public review and comment from November 5, 2025, to November 19, 2025 with no comments received to date.

The DBE Program Manual is available on the HRTPO website using the following link:
<https://www.hrtpo.org/DocumentCenter/View/15081/HRPDC-HRTPO-DBE-Program-Manual-PDF>

RECOMMENDED ACTION:

Approve the updated DBE Program Manual.

D. Title VI Goals and Accomplishments FY 2024 – FY 2025

In accordance with Title VI of the Civil Rights Act of 1964 and associated requirements set forth by VDOT, a Title VI Goals and Accomplishments report is to be created annually. The report serves as a broad overview of HRPDC/HRTPO progress in implementing its Title VI plan and other associated compliance-related goals.

This document provides an overview of the nondiscrimination program-related work and progress made by the HRPDC/HRTPO during fiscal years 2024 and 2025. Additionally, this document provides future Title VI-related goals.

The Title VI Goals and Accomplishments FY 2024 – FY 2025 is available on the HRTPO website using the following link:

https://www.hrtpo.org/DocumentCenter/View/15121/FY24FY25-Goals-and-Accomplishments-DRAFT_11102025

RECOMMENDED ACTION:

Approve the Title VI Goals and Accomplishments FY 2024 – FY 2025.

E. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Non-Exempt Conformity Amendments – Regionally Significant Amendments

i. Virginia Beach – FY 2024-2027 TIP Amendment
UPC 15829 – Indian River Road Widening – Phase 7A

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, and obligations for UPC 15829, a Virginia Beach project.

The specifics of the request are described below:

- **UPC 15829 – Indian River Road Widening – Phase 7A**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$6,465,000
 - Right of Way (RW): \$26,338,000
 - Construction (CN): \$63,154,547
 - Total Cost Estimate: \$95,957,547
 - Revise Schedule as follows:
 - PE Start: 3/26/1996; End: 3/10/2006
 - RW Start: 3/10/2006; End: 7/1/2031
 - CN Start: 7/1/2031; End: 5/2/2034
 - Revise Obligations as follows:
 - Remove FY 2025 PE Phase Advance Construction (AC) obligation of \$1,905,758
 - Remove FY 2025 PE Phase Surface Transportation Program/Surface Transportation Block Grant (STP/STBG) obligation of \$859,639
 - Add FY 2026 PE Phase Other obligation of \$2,628,397
 - Remove FY 2026 PE Phase AC-Conversion obligation of \$1,116,383
 - Remove FY 2027 PE Phase AC-Conversion obligation of \$789,375
 - Add FY 2025 RW Phase STP/STBG obligation of \$859,639
 - Add FY 2026 RW Phase STP/STBG obligation of \$664,115
 - Add FY 2026 RW Phase AC obligation of \$8,337,412
 - Revise FY 2027 RW Phase AC-Conversion obligation to be \$676,678

UPC 15829 is a non-exempt, regionally significant project that is being revised in the Hampton Roads FY 2024-2027 TIP. It is included in the Hampton Roads 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. As it is regionally significant, this proposed TIP Amendment is subject to conformity per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads](#). After HRTPO Board approval, HRTPO staff will submit the streamlined conformity documentation to FHWA/FTA to initiate the federal review process.

This request was made available for public review and comment from October 29, 2025, 2025 through November 12, 2025. Per the Hampton Roads IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (November 3, 2025 – November 17, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its November 5, 2025 meeting. A technical comment was received from one of our federal partners during the inter-agency consultation for conformity, which was addressed by HRTPO staff. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**ii. Virginia Beach – FY 2024-2027 TIP Amendment
UPC 111711 – Laskin Road – Phase 1A (Project in Financial Closeout)**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 111711, a Virginia Beach project.

The specifics of the request are described below:

- **UPC 111711 – Laskin Road – Phase 1A (Project in Financial Closeout)**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$1,102,283
 - Right of Way (RW): \$4,742,861
 - Construction (CN): \$63,860,252
 - Total Cost Estimate: \$69,705,396
 - Revise Schedule as follows:
 - PE Start: 12/6/2017; End: 10/10/2018
 - RW Start: 10/10/2018; End: 1/22/2019
 - CN Start: 1/22/2019; End: 5/20/2025
 - Revise Allocations as follows:
 - Revise FY Previous State Funds (STF) allocation to be \$462,818
 - Remove FY Previous State Funds (STF) allocation of \$14,029 (this allocation was initially provided for the TIP as an extra allocation line of State funds; however, it has been removed from the current amendment request)
 - Remove FY 2024 STF allocation of \$461,008
 - Revise FY Previous National Highway Performance Program (NHPP) allocation to be \$21,867,439
 - Add FY 2024 NHPP allocation of \$1,945,512
 - Add FY 2025 NHPP allocation of \$2,862,056
 - Add FY 2026 NHPP allocation of \$7,678,468
 - Revise FY Previous National Highway Performance Program/Exempt (NHPP/E) allocation to be \$788,082
 - Revise FY Previous Local (LOC) allocation to be \$4,641,324
 - Add FY 2024 LOC allocation of \$9,371,879
 - Add FY 2025 LOC allocation of \$12,911,472
 - Add FY 2026 LOC allocation of \$3,003,781
 - Revise Obligations as follows:
 - Add FY Previous PE Phase NHPP obligation of \$20,109,771
 - Remove FY 2024 PE Phase Advance Construction (AC) obligation of \$2,557
 - Add FY 2025 PE Phase National Highway System/National Highway Performance Program (NHS/NHPP) obligation of \$2,557
 - Remove FY 2024 RW Phase AC obligation of \$4,992,976

- Add FY Previous CN Phase Surface Transportation Program/Flex (STP/F) obligation of \$1,937,743
- Add FY Previous CN Phase NHPP/E obligation of \$707,451
- Remove FY 2024 CN Phase AC obligation of \$27,938,101
- Add FY 2025 CN Phase NHPP/E obligation of \$788,082
- Add FY Previous CN Phase Highway Infrastructure Program/Flex (HIP/F) obligation of \$5,000,000
- Add FY 2025 CN Phase NHS/NHPP obligation of \$12,433,970
- Add FY 2025 CN Phase Other obligation of \$22,883,235

UPC 111711 is a non-exempt, regionally significant project that is being revised in the Hampton Roads FY 2024-2027 TIP. It is included in the Hampton Roads 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. As it is regionally significant, this proposed TIP Amendment is subject to conformity per the [*Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads*](#). After HRTPO Board approval, HRTPO staff will submit the streamlined conformity documentation to FHWA/FTA to initiate the federal review process.

This request was made available for public review and comment from October 29, 2025, 2025 through November 12, 2025. Per the Hampton Roads IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (November 3, 2025 – November 17, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its November 5, 2025 meeting. A technical comment was received from one of our federal partners during the inter-agency consultation for conformity, which was addressed by HRTPO staff. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**iii. Virginia Beach – FY 2024-2027 TIP Amendment
UPC 115543 – Nimmo Parkway – Phase 7B**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 115543, a Virginia Beach project.

The specifics of the request are described below:

- **UPC 115543 – Nimmo Parkway – Phase 7B**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$8,234,500
 - Right of Way (RW): \$4,608,700
 - Construction (CN): \$61,873,135
 - Total Cost Estimate: \$74,716,335
 - Revise Schedule as follows:
 - PE Start: 9/25/2026; End: 7/26/2027
 - RW Start: 7/26/2027; End: 8/29/2031
 - CN Start: 8/29/2031; End: 8/31/2034
 - Revise Allocations as follows:
 - Add FY Previous Transportation Initiatives (TI) allocation of \$10,000,000
 - Revise FY 2026 Regional Surface Transportation Program (RSTP) allocation to be \$3,200,000
 - Revise FY 2026 RSTP Match allocation to be \$800,000
 - Add FY Previous Revenue Share (RS) – State Match allocation of \$3,637,639
 - Add FY 2024 RS-State Match allocation of \$3,362,361
 - Add FY 2025 RS-State Match allocation of \$250,000
 - Add FY 2026 RS-State Match allocation of \$250,000
 - Add FY Previous RS-Local Match allocation of \$3,637,639
 - Add FY 2024 RS-Local Match allocation of \$3,362,361
 - Add FY 2025 RS-Local Match allocation of \$250,000
 - Add FY 2026 RS-Local Match allocation of \$250,000
 - Add FY 2024 Highway Infrastructure Program (HIP) allocation of \$3,000,000
 - Remove FY 2025 RS allocation of \$500,000
 - Remove FY 2026 RS allocation of \$500,000
 - Revise Obligations as follows:
 - Remove FY 2024 PE Phase Advance Construction (AC) obligation of \$2,187,600 and \$546,900 AC match
 - Remove FY 2025 PE Phase AC-Conversion obligation of \$2,187,600 and \$546,900 AC-Conversion match
 - Remove FY 2025 PE Phase RSTP obligation of \$400,000 and \$100,000 RSTP match

- Add FY 2026 PE Phase RSTP obligation of \$4,187,600, plus \$1,046,900 RSTP match
- Add FY 2026 PE Phase Highway Infrastructure Program/Flex (HIP/F) obligation of \$3,000,000
- Add FY 2027 RW Phase RSTP obligation of \$3,686,960, plus \$921,740 RSTP match

Since VDOT's Statewide Transportation Improvement Program (STIP) is set up to follow the Federal Fiscal Year (FFY) and the Hampton Roads Transportation Improvement Program (TIP) follows the State Fiscal Year (FY), this amendment includes RSTP funds obligated before the TIP allocation year.

UPC 115543 is a non-exempt, regionally significant project that is being revised in the Hampton Roads FY 2024-2027 TIP. It is included in the Hampton Roads 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. As it is regionally significant, this proposed TIP Amendment is subject to conformity per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads](#). After HRTPO Board approval, HRTPO staff will submit the streamlined conformity documentation to FHWA/FTA to initiate the federal review process.

This request was made available for public review and comment from October 29, 2025, 2025 through November 12, 2025. Per the Hampton Roads IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (November 3, 2025 – November 17, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its November 5, 2025 meeting. No comments were received to date. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**iv. Virginia Beach – FY 2024-2027 TIP Amendment
UPC 123585 – Laskin Road – Phase 1B**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add UPC 123585, a Virginia Beach project.

The specifics of the request are described below:

- **UPC 123585 – Laskin Road – Phase 1B**
 - Add project to TIP
 - Description: Construct a six-lane divided highway from Red Robin Road to Oriole Drive
 - Termini: From Red Robin Road to Oriole Drive
 - Length: 0.6 miles
 - System: Urban
 - Scope: Reconstruction w/Added Capacity
 - Administered By: Locality
 - Regionally Significant: Yes
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$4,000,000
 - Right of Way (RW): \$1,005,000
 - Construction (CN): \$54,432,039
 - Total Cost Estimate: \$59,437,039
 - Schedule as follows:
 - PE Start: 6/30/2026; End: 9/1/2027
 - RW Start: 9/1/2027; End: 10/1/2032
 - CN Start: 10/1/2032; End: 11/3/2026
 - Allocations as follows:
 - Add FY 2024 Highway Infrastructure Program (HIP) allocation of \$2,000,000
 - Add FY 2025 HIP allocation of \$3,000,000
 - Add FY 2024 Local (LOC) Match allocation of \$500,000
 - Add FY 2025 LOC Match allocation of \$750,000
 - Obligations as follows:
 - Add FY 2026 PE Phase Federal Demonstration (DEMO) obligation of \$3,200,000, plus \$800,000 DEMO match
 - Add FY 2027 PE Phase DEMO obligation of \$804,000, plus \$201,000 DEMO match

UPC 123585 is a non-exempt, regionally significant project that is being added to the Hampton Roads FY 2024-2027 TIP. It is included in the Hampton Roads 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. As it is regionally significant, this proposed TIP Amendment is subject to conformity per the [*Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads*](#). After HRTPO Board approval, HRTPO staff will submit the streamlined conformity documentation to FHWA/FTA to initiate the federal review process.

This request was made available for public review and comment from October 29, 2025, 2025 through November 12, 2025. Per the Hampton Roads IACC procedures, stakeholders were also provided a consultation opportunity via email correspondence (November 3, 2025 – November 17, 2025) and the HRTPO Transportation Technical Advisory Committee (TTAC) at its November 5, 2025 meeting. A technical comment was received from one of our federal partners during the inter-agency consultation for conformity, which was addressed by HRTPO staff. The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

F. Amended 2045 Long-Range Transportation Plan (LRTP) and FY 2024-2027 Transportation Improvement Program (TIP) Regional Conformity Assessment (RCA)

A Regional Conformity Assessment (RCA) for four proposed non-exempt, regionally significant FY 2024-2027 Transportation Improvement Program (TIP) amendments has been conducted. As part of the approved [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads](#), conformity consultation on the proposed TIP amendments was conducted with conformity stakeholders between November 3, 2025 and November 17, 2025 through email correspondence and as part of the November 5, 2025 Transportation Technical Advisory Committee (TTAC) meeting. Additionally, a public review period for the proposed TIP Amendments was conducted from October 29, 2025 through November 12, 2025, and posted on the HRTPO website via a public notice as required by the IACC Procedures. A technical comment was received from one of our federal partners during the inter-agency consultation for conformity, which was addressed by HRTPO staff.

The proposed non-exempt, regionally significant FY 2024-2027 TIP amendments are included in the November 20, 2025 HRTPO Board agenda as Item 5E.

As part of the Hampton Roads IACC procedures, since this RCA is not for a full LRTP or TIP update, it can be documented via a letter to the Federal Highway Administration (FHWA) that clearly demonstrates the fiscal constraint of the amendments and the consultation activities, along with any comments received (as applicable).

A finding of conformity for the Amended 2045 LRTP and FY 2024-2027 TIP is proposed as the applicable conformity criteria established by the Environmental Protection Agency (EPA) and reflected in the Virginia Administrative Code have been met.

Upon HRTPO Board approval, HRTPO staff will transmit the RCA letter (attached) to FHWA to initiate the federal review and approval process by FHWA, in coordination with the Federal Transit Administration (FTA) and in consultation with the EPA.

Attachment 5F

RECOMMENDED ACTION:

Approve the Regional Conformity Assessment for the Amended 2045 Long-Range Transportation Plan (LRTP) and FY 2024-2027 Transportation Improvement Program (TIP).



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

November 20, 2025

Ms. Kara Greathouse
Community Planner
U.S. Department of Transportation
Federal Highway Administration
West Virginia Division
300 Virginia Street East, Suite 7400
Charleston, WV 25301

Transmitted by email to: Kara.Greathouse@dot.gov

RE: Regional Conformity Assessment

Dear Ms. Greathouse,

This letter provides the Regional Conformity Assessment (RCA) for the fiscally constrained Hampton Roads Amended 2045 Long-Range Transportation Plan and Fiscal Year 2024-2027 Transportation Improvement Program (TIP), which was approved on November 20, 2025 by the Board of the Hampton Roads Transportation Planning Organization (HRTPO). An FHWA/FTA finding of conformity is requested at your earliest convenience.

This RCA was prepared following Environmental Protection Agency (EPA) conformity guidance for areas affected by the South Coast II court decision.¹ For the Hampton Roads region, the applicable conformity criteria following EPA South Coast II guidance are consultation and fiscal constraint, which are met for the TIP as summarized below.² Additional detail is provided in the attachment.

Consultation was conducted in compliance with the Virginia transportation conformity regulation or “conformity SIP” (9 VAC 5-151),³ which implements and is consistent with the federal transportation conformity rule (40 CFR Parts 51 and 93),⁴ and with the Hampton Roads Inter-Agency Consultation for Conformity (IACC) Procedures established pursuant to the federal and state conformity regulations.⁵ Public consultation was conducted consistent

¹ “Transportation Conformity Guidance for the South Coast II Court Decision”, EPA-420-B-18-050, November 2018, available at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation

² The criteria for South Coast II orphan areas as presented in Section 2.4 of EPA’s guidance include the latest planning assumptions (93.110), consultation (93.112), timely implementation of transportation control measures (93.113), and fiscal constraint (93.108). Latest planning assumptions apply generally for modeling inputs as well as assumptions about transportation control measures (TCMs) if any are included in an approved and applicable SIP. As orphan areas (such as Hampton Roads) as defined in the South Coast II decision and per EPA guidance issued in November 2018 do not require regional emission analyses, and the 2007 state implementation (air quality) plan (SIP) for Hampton Roads did not include TCMs, the criteria for the use of latest planning assumptions and timely implementation of TCMs are not applicable for this region.

³ Virginia Regulation for Transportation Conformity (9 VAC5-151):
<https://law.lis.virginia.gov/admincode/title9/agency5/chapter151/>

⁴ EPA Transportation Conformity Rule: <https://www.epa.gov/state-and-local-transportation>

⁵ VDOT-HRTPO, “Procedures for Inter-Agency Consultation for Conformity for Hampton Roads”, April 2023. See: <https://www.hrtpo.org/DocumentCenter/View/1795/T23-03-HR-IACC-Procedures-PDF>

with planning rule requirements in 23 CFR 450 as well as the HRTPO Public Participation Plan.⁶ More specifically:

- Inter-agency consultation requirements were met with the inclusion of how the applicable conformity criteria (fiscal constraint and consultation under South Coast II) were met in each of the agenda items (attached) for the proposed amendments in the agenda for the November 5, 2025 Transportation Technical Advisory Committee (TTAC) and the November 20, 2025 HRTPO Board meetings. Email notices for these meetings were provided to all parties specified in the Hampton Roads IACC Procedures, including all HRTPO TTAC members as well as representatives of EPA, the Virginia Department of Environmental Quality (VDEQ), and others.⁷
- Public consultation was conducted October 29, 2025 through November 12, 2025. A public notice was posted on the HRTPO website, copies of which are included in the attachment.
- A technical comment was received from one of our federal partners during the inter-agency consultation for conformity, which was addressed by HRTPO staff.

For fiscal constraint, transportation conformity requirements in 40 CFR 93.108 require that transportation plans and TIPs be fiscally constrained consistent with US DOT metropolitan planning regulations at 23 CFR part 450. Consistent with the programmatic approach for documenting fiscal constraint for amendments as specified in Section 5.3.2 of the Hampton Roads IACC Procedures, the applicable fiscal constraint criteria for the proposed amendments are met as:

- The proposed amendments are fiscally constrained and therefore fiscal constraint for the existing plan and program may reasonably be expected to be unaffected by the change(s),
- The existing plan⁸ and program⁹ are fiscally constrained per 40 CFR 93.108, and
- Revenue sources for the existing plan and program have not been lost or significantly reduced per 23 CFR 450.324(f)(11)(viii) and 450.326(l).

⁶ See: <https://www.hrtpo.org/474/Public-Participation-Plan>

⁷ Per section 4.5 on the HRTPO IACC Procedures (2023), “The requisite parties for IACC include the MPO, VDOT, Virginia Department of Rail and Public Transportation (VDRPT), FHWA, Federal Transit Administration (FTA), Lead (Air Quality) Planning Organization (LPO), VDEQ and EPA. The LPO for Hampton Roads is the Hampton Roads Air Quality Committee (HRAQC), who by these procedures may be represented in IACC by the representative(s) for VDEQ.”

⁸ Documentation of fiscal constraint for the L RTP is provided in:

<https://www.hrtpo.org/DocumentCenter/View/833/Funding-Plan-PDF> and
<https://www.hrtpo.org/DocumentCenter/View/1684/Amendments-and-Current-List-of-Projects-PDF>

⁹ Documentation of fiscal constraint for the TIP is provided in:

<https://www.hrtpotip.org/DocumentCenter/View/8530/Final-FY-24-27-TIP-PDF>

Ms. Kara Greathouse
November 20, 2025
Page 3

As all applicable conformity criteria have been met, a finding of conformity for Hampton Roads is supported.

Please let us know if you have any questions or comments on the RCA.

Sincerely,

Robert A. Crum, Jr.
Executive Director

JVM/se

Attachment

Copy:

Laura A. Keeley, FTA Region III
Gregory Becoat, EPA
Ben Mannell, VDOT
Christopher Berg, VDOT
Jim Ponticello, VDOT
Christopher Voigt, VDOT
Angela Effah-Amponsah, VDOT
Sonya Hallums-Ponton, VDOT
Pavithra Parthasarathi, HRTPO
Dale M. Stith, HRTPO
John Mihaly, HRTPO
Kathlene Grauberger, HRTPO

ITEM #6: APPOINTMENT OF HRTPO NOMINATING COMMITTEE
Michael Hipple, HRTPO Chair

The HRTPO Bylaws provide that, at its Annual Meeting, the HRTPO Board will elect a Chair, Vice-Chair, and Secretary to serve during the upcoming year. The Nominating Committee is composed of seven voting HRTPO Board members, each representing an HRTPO member locality and a representative of VDOT, who is a voting member of the HRTPO Board. The Nominating Committee and its Chair shall be appointed by the HRTPO Chair.

The Chair requests the following HRTPO Board members serve on the HRTPO Nominating Committee and provide a report to the HRTPO Board at its Annual Meeting in January 2026:

- Robert M. Dyer , Chair (VB)
- Cleon Long (NN)
- Kenneth Alexander (NO)
- William Gillette (SH)
- Douglas G. Pons (WM)
- William Harrell (HRT)
- Michael Davis (VDOT)

HRTPO Chair Michael Hipple will brief the HRTPO Board on this item.

RECOMMENDED ACTION:

The Chair will appoint and request that the HRTPO Nominating Committee convene and carry out its function as described above.

ITEM #7: HRTPO BYLAWS – PROPOSED AMENDMENT
Pavithra Parthasarathi, HRTPO

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

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

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

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

ARTICLE III

Membership

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

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

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

4 General Assembly representatives (Two Senators, Two Delegates)

The full bylaws document, including the recommended revision, is attached for consideration by HRTPO Board members. Action will be recommended at the January 15, 2026 HRTPO Board meeting.

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

Attachment 7

RECOMMENDED ACTION:

For informational purposes.

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

Bylaws of the Hampton Roads Transportation Planning Organization

ARTICLE I

Preamble

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

ARTICLE II

Definitions

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

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

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

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

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

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

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

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

ARTICLE III

Membership

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

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

Non-Voting Members:

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

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

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

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

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

ARTICLE IV

Voting

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

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

4.03 Alternate Voting Members

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

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

ARTICLE V

Meetings

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

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

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

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

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

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

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

ARTICLE VI

Officers and Duties

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

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

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

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

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

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

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

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

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

ARTICLE VII

Committees

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

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

ARTICLE VIII

Staff

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

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

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

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

ARTICLE IX

Procedures

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

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

ARTICLE X

Public Participation Plan

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

ARTICLE XI

Amendments

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

ITEM #8: FISCAL INFRASTRUCTURE FRAMEWORK FOR HAMPTON ROADS
Bob Crum, HRTPO [Action Requested]

At their October meetings, the HRPDC and HRTPO approved the Regional Legislative Agenda for the upcoming General Assembly session. As part of the Regional Legislative Agenda, the HRTPO Board requested that the General Assembly establish a Primary and Secondary Road Fund to address transportation needs on non-interstate roadways within Hampton Roads. While the HRTPO endorsed the creation of this fund as a mechanism to collect and invest future revenues for transportation improvements, the Board did not identify a specific revenue source.

In recent years, discussions surrounding the Primary and Secondary Road Fund have often focused on a potential increase in the regional sales and use tax as a funding mechanism. Local officials at both the HRTPO and HRPDC October meetings emphasized that Hampton Roads communities face infrastructure needs beyond transportation, particularly in areas such as flood prevention, school modernization and construction, and other essential local projects. A suggestion was made that the region consider a broader “Fiscal Infrastructure Framework”.

Attached for review is a paper entitled “Fiscal Infrastructure Framework for Hampton Roads”. This summary paper briefly describes an overview of regional infrastructure funding needs, discusses funding challenges and considerations, and outlines a potential path forward.

Mr. Robert A. Crum, Jr., HRPDC/HRTPO Executive Director, will introduce this information and request discussion.

Attachment 8

RECOMMENDED ACTION:

Approve the HRTPO requesting the assistance of the Virginia General Assembly to undertake a comprehensive review and modernization of the state’s tax system, including assistance to address the significant impact that existing state tax exemptions are having on local government budgets and the ability of local governments to fund essential infrastructure and government services.

Fiscal Infrastructure Framework for Hampton Roads

Introduction and Background

At their October meetings, the Hampton Roads Transportation Planning Organization (HRTPO) and the Hampton Roads Planning District Commission (HRPDC) approved the Regional Legislative Agenda for the upcoming General Assembly session. As part of this agenda, the HRTPO Board requested that the General Assembly establish a Primary and Secondary Road Fund to address transportation needs on non-interstate roadways within Hampton Roads. While the HRTPO endorsed the creation of this fund as a mechanism to collect and invest future revenues for transportation improvements, the Board did not identify a specific revenue source.

In recent years, discussions surrounding the Primary and Secondary Road Fund have often focused on a potential increase in the regional sales & use tax as a funding mechanism. Local officials at both the HRTPO and HRPDC October meetings emphasized that Hampton Roads communities face infrastructure funding needs beyond transportation, particularly in areas such as flood prevention, school modernization & construction, and other essential local projects.

Overview of Funding Needs

Local governments in Hampton Roads are responsible for advancing projects across a wide range of infrastructure areas that are vital to maintaining and enhancing our region's quality of life and economic strength. The cost of these projects, however, far exceeds the financial capacity of local governments under Virginia's current tax structure, given the high costs of major infrastructure investments.

Hampton Roads hosts a number of state and federal facilities of national importance. The region is home to the largest naval base in the world and one of the highest concentrations of military assets in the United States, including significant presences from the U.S. Navy, Army, Marine Corps, and Coast Guard. It also contains the Port of Virginia, which supports both the Commonwealth's economy and supply chains across the Mid-Atlantic and Midwest. These nationally significant assets are at risk if the region's infrastructure needs are not adequately addressed. Below are three examples of major infrastructure priorities for the region:

Transportation

Over the past decade, the approach to funding and advancing major transportation projects in Hampton Roads has changed dramatically. Historically, interstate transportation projects were primarily funded by the federal and state governments. However, over the past 30 years, Hampton Roads has not received sufficient federal and state funding to address long-standing transportation

challenges. Following the construction of the Monitor-Merrimac Memorial Bridge-Tunnel in 1992, the region saw a long gap in large-scale, publicly funded transportation projects until local governments urged the General Assembly to establish the Hampton Roads Transportation Fund (HRTF) in 2013. This fund created an additional regional sales & use tax and gasoline tax, and the General Assembly also formed the Hampton Roads Transportation Accountability Commission (HRTAC) to manage these revenues and implement large-scale congestion relief projects.

The impact has been transformational. In just ten years, the region has advanced nearly \$6 billion in regional transportation projects, 93% of which have been funded through regional tax revenues managed by HRTAC.

More recent discussions have shifted to focus on the region's local primary and secondary roadways, which connect to or run parallel with interstate corridors. The HRTPO has identified more than \$3 billion in unfunded projects on this local road network. However, local officials have cautioned that increasing the regional sales & use tax further to fund these projects cannot be considered in isolation, given significant needs in other infrastructure categories.

Recurrent Flooding

Flooding is a persistent challenge in Hampton Roads, caused by a combination of tidal events, heavy rainfall, and coastal storms. These issues are further compounded by well-documented trends of sea level rise and land subsidence, which will continue to exacerbate the problem in the coming decades.

Several local governments have developed detailed plans identifying the infrastructure investments necessary to reduce flooding risks. However, the costs of these projects are substantial and far beyond what local governments can fund alone. Although federal funds are available, they typically require a 35% non-federal match. For example, Norfolk would need to provide approximately \$950 million in local matching funds to access federal support for the construction of its floodwall. Virginia Beach recently approved a \$568 million bond referendum to fund flood mitigation projects, but inflation has significantly increased costs. On the Peninsula, localities are collaborating to complete an Army Corps of Engineers study to identify eligible projects, but these smaller jurisdictions will face even greater challenges in meeting required local match obligations.

Without a comprehensive financing strategy for flood prevention, the region's federal and state assets, economy, and quality of life remain at risk.

School Construction and Modernization

High-quality public education is a cornerstone of a strong community and a healthy economy. There is a clear link between school performance, quality of life, property values, and local tax revenue. However, many urban localities in Hampton Roads face limited land availability, revenue-generating constraints, and tax exemptions under Virginia's current tax system.

These constraints make it difficult for some localities to balance the need for school investment with other financial priorities. In some cases, school closures have been proposed as a cost-saving measure. Ensuring continued investment in quality K-12 education is critical to providing equitable, high-quality learning opportunities for all students across Hampton Roads.

Other Infrastructure Needs

Beyond the priorities outlined above, local officials have highlighted the need for toll relief for the Elizabeth River Crossings Downtown and Midtown tunnels. These tolls have had significant impacts on the residents and businesses of Portsmouth and Norfolk, as well as commuters throughout the region. Additionally, there is growing regional interest in expanding investment in public transportation to improve frequency, reliability, and accessibility across Hampton Roads.

Funding Challenges and Considerations

As noted earlier, Hampton Roads residents and businesses have already contributed more than \$5 billion toward major transportation investments. The regional sales & use tax has been the primary source of this funding. Local officials are concerned that continued increases to this high tax rate could reduce the region's economic competitiveness.

Moreover, state tax exemptions significantly reduce local revenue. One locality reports losing as much as \$50 million annually due to exemptions and unfunded mandates. These exemptions cause smaller localities to lack sufficient financial reserves to handle unexpected budgetary pressures.

Virginia's tax structure is outdated, and regional leaders, notably the Chief Administrative Officers, have discussed the urgent need for comprehensive modernization. Currently, localities in Virginia do not receive income tax revenue and rely heavily on real estate and sales taxes to fund essential infrastructure. Other taxes, such as the car tax, are politically unpopular and often targeted for elimination without clear plans to replace the lost revenue.

Path Forward

Hampton Roads should consider action by the HRTPO and HRPDC to seek assistance from the Virginia General Assembly to undertake a comprehensive review and modernization of the state's tax system. This review should focus on establishing modern revenue mechanisms to fund a broad range of infrastructure needs, including transportation, flood prevention, school construction and modernization, public transportation, and toll relief.

Hampton Roads has already demonstrated success through HRTAC's effective management of regional transportation investments. Through the collaboration of 17 local governments, the region has established a proven model for setting priorities, developing financing strategies, and partnering with VDOT to deliver transformative projects. This same model could be adapted to address other critical infrastructure needs, provided that localities have access to sustainable and equitable funding sources.

Now is the time to take a comprehensive, forward-looking approach to infrastructure funding that will strengthen our region and our Commonwealth, improving quality of life for generations to come.

ITEM #9: FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) KICK-OFF
John Mihaly, HRTPO

As the federally designated Metropolitan Planning Organization for the Hampton Roads Metropolitan Planning Area (MPA), the HRTPO is responsible for coordinating transportation planning and programming activities for the MPA. This includes the development and maintenance of the Transportation Improvement Program (TIP).

The TIP is a financially constrained, multi-year program for the implementation of surface transportation projects within the MPA. The TIP must contain all federally funded and/or regionally significant projects that require action by the Federal Highway Administration or the Federal Transit Administration. Before any such project or study can be constructed or conducted in the MPA, it must be included in the current TIP that has been approved by the HRTPO Policy Board.

The HRTPO staff, in coordination with our partners at the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), Suffolk Transit, and the Hampton Roads jurisdictions, is in the process of developing a full update of the TIP. The current TIP covers fiscal years (FY) 2024-2027. The new TIP, which is now under development, will cover FY 2027-2030.

Mr. John Mihaly, HRTPO Principal Transportation Planner, will brief the HRTPO Board on this item.

RECOMMENDED ACTION:

For informational purposes.

ITEM #10: COMMONWEALTH TRANSPORTATION BOARD MEMBERS UPDATE

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

ITEM #11: VIRGINIA DEPARTMENT OF TRANSPORTATION UPDATE

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

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

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

ITEM #13: VIRGINIA PASSENGER RAIL AUTHORITY

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

ITEM #14: VIRGINIA PORT AUTHORITY UPDATE

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

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

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

ITEM #16: FREIGHT TRANSPORTATION ADVISORY COMMITTEE UPDATE

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

ITEM #17: COMMUNITY ADVISORY COMMITTEE UPDATE

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

ITEM #18: MILITARY LIAISONS UPDATE

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

ITEM #19: AIRPORT REPRESENTATIVES UPDATE

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

ITEM #20: HRTPO BOARD THREE-MONTH TENTATIVE SCHEDULE

January 2026 – HRTPO Board Annual Meeting

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

- 2050 Long-Range Transportation Plan (LRTP) Project Prioritization Scores
- 2050 Socioeconomic Forecast Report
- FY 2027-2030 Transportation Improvement Program (TIP) Project List
- Public Engagement Plan (PEP)
- State of Transportation: Final
- Regional Performance Measures and Targets
- Election of Officers

February 2026

February 19, 2026: 10:30 a.m. – 12:00 p.m.

- 2050 LRTP Draft Fiscally Constrained List of Projects
- FY 2027-2028 Transportation Alternatives (TA) Set-Aside Projects and Allocations
- Regional Rail Crossing Study

March 2026

March 19, 2026: 10:30 a.m. – 12:00 p.m.

- 2050 LRTP Final Fiscally Constrained List of Projects
- 2050 LRTP and FY 2027-2030 TIP Regional Conformity Assessment
- Carbon Reduction Program (CRP) Projects and Allocations
- Suffolk Train Station – Candidate Sites
- Annual Funding Resolution of Support for Section 5303

ITEM #21: MINUTES OF HRTPO ADVISORY COMMITTEE MEETINGS

Community Advisory Committee (CAC)

The approved summary minutes from the August 14, 2025 CAC meeting are available on the HRTPO website using the following link:

<https://www.hrtpo.org/AgendaCenter/ViewFile/Minutes/08142025-1417>.

Transportation Technical Advisory Committee (TTAC)

The approved summary minutes from the October 1, 2025 TTAC meeting are available on the HRTPO website using the following link:

<https://www.hrtpo.org/AgendaCenter/ViewFile/Minutes/10012025-1442>.

ITEM #22: FOR YOUR INFORMATION

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

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

<https://www.hrpdcva.gov/DocumentCenter/View/14108/TIP-Administrative-Modifications-Feb2025-PDF>

B. HRBT Expansion HRTAC Report

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

<https://www.hrpdcva.gov/DocumentCenter/View/15120/VDOT-HRTAC-HRBT-Monthly-Project-Report---November-2025-PDF>

C. VDOT's HRTAC Program Development Monthly Executive Report

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

<https://www.hrpdcva.gov/DocumentCenter/View/15119/VDOT-HRTAC-Program-Monthly-Executive-Report---November-2025-PDF>

D. AMTRAK Response Letter Regarding the Effects of the Long Bridge Project

Attached is an AMTRAK response letter, dated October 16, 2025, from Mr. Roger Harris, AMTRAK President, to Mr. Robert A. Crum Jr., HRTPO Executive Director, regarding the effects of the Long Bridge project on AMTRAK service to Hampton Roads.

Attachment 22D

E. Federal Certification Review Report

From February 2024 to November 2024, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) conducted the certification review of the transportation planning process for the Hampton Roads Transportation Management Area. The certification review is conducted to determine whether the HRTPO's transportation planning process adequately addresses major issues facing Hampton Roads in accordance with applicable Federal regulations and assesses the cooperative planning process among the HRTPO, transit operators, local governments, and state agencies.

On August 20, 2025, the HRTPO received the final report from the Quadrennial Certification Review of the Hampton Roads Transportation Management Area. The report, which includes detailed findings from the on-site visit, desk audit of current documents, and public meeting, is available on the HRTPO website using the following link:

<https://www.hrtpo.org/DocumentCenter/View/15008/HRTPO- FHWA FTA Final August-2025-PDF>

AMTRAK

1 Massachusetts Avenue, NW, Washington, DC 20001
Email roger.harris@amtrak.com Tel 202-906-3961

Roger Harris
President



October 16, 2025

Mr. Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization
The Regional Building
723 Woodlake Drive
Chesapeake, Virginia 23320

Dear Mr. Crum:

Thank you for your letter of October 6 regarding Amtrak service to Hampton Roads and how it will be affected by the Long Bridge project.

Amtrak welcomes your input. We share your commitment to maintaining service during the construction work required for the Transforming Rail in Virginia (TRV) initiative led by the Virginia Passenger Rail Authority (VPRA), Amtrak's state partner. We also appreciate your recognition that track outages (construction windows) impacting existing services are necessary while VPRA undertakes construction of the Long Bridge and other TRV projects that will vastly improve rail service in Hampton Roads and throughout Virginia.

Amtrak is working with VPRA and other stakeholders to develop plans for construction and operations, including outage and train schedules, that will minimize impacts on passengers by maintaining as much service as possible while work is underway. Plans and service adjustments will be communicated as soon as the planning process is complete.

Your letter asks that Amtrak support operating the Norfolk to Washington and Newport News to Washington trains that normally travel over the Long Bridge during the anticipated track outage as far as Alexandria and providing a bus bridge to Washington Union Station. While that alternative has been considered, a number of impediments, including the lack of the additional equipment it would require; the need to regularly cycle equipment through maintenance facilities north of Washington Union Station; and constraints at Alexandria, where trains cannot be turned and other TRV improvements impacting track availability will be performed during the track outage, preclude its implementation. Amtrak will continue to work with VPRA and other stakeholders to refine operating plans and schedules throughout the duration of the project.



Amtrak is excited by the imminent initiation of construction on the Long Bridge project. We thank you for your support for passenger rail in Virginia, and look forward to working with VPRA, you, and other stakeholders to ensure that the path forward is as smooth as possible and to deliver the enormous benefits that the Long Bridge project and other TRV projects will provide.

Sincerely,

A handwritten signature in black ink, appearing to read "Roger Harris", written in a cursive style.

Roger Harris
President

cc: D.J. Stadtler, Executive Director, Virginia Passenger Rail Authority

ITEM #23: OLD/NEW BUSINESS

ITEM #24: ADJOURNMENT