

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

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

HRTPO Voting Members in Attendance:

Michael Hipple (JC), Chair
Rick West (CH), Vice-Chair
Jimmy Gray (HA)
Joel Acree (IW)
Shannon Glover (PO)*
David Hux (PQ)
William Gillette (SH)
Mike Duman (SU)
Bobby Dyer (VB)*
Barbara Ramsey (WM, Alternate)

Thomas Shepperd (YK)
Zach Trogdon (DRPT, Alternate)*
William Harrell (HRT)
Chris Hall (VDOT)
Barb Nelson (VPA, Alternate)
Matthew Scalia (WATA)
Senator Angelia Williams-Graves (GA)*
Senator Mamie Locke (GA)
Delegate Bonita Anthony (GA)
Delegate Jeion Ward (GA)

HRTPO Nonvoting Members in Attendance:

Chris Price (CH)
Carol Steele (GL)
Don Robertson (IW)*
Steven Carter (PO)*
Randy Wheeler (PQ)
Brian Thrower (SH)

Al Moor (SU)
Patrick Duhaney (VB)*
Andrew Trivette (WM)
Mark Bellamy (YK)
Lauren Carter Roberts (CAC)
Mark Perryman (NAA)

HRTPO Executive Director:

Robert Crum, Secretary

HRTPO Other Participants:

Ella Ward (CH Alternate)
Brian DeProfio (HA)
David Freeman (NN)
Trista Pope (NO)

Frederick Stant (CTB)
Kara Greathouse (FHWA)
Iris Vaughan (FHWA)
Joe Howell (USN)

HRTPO Voting Members Absent:

Paul Kaplan (FR)
Phillip Bazzani (GL)

Phillip Jones (NN)
Kenneth Alexander (NO)

HRTPO Nonvoting Members Absent:

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

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

HRTPO Staff in Attendance:

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

Matthew Harrington
John Mihaly
Keith Nichols
Jeff Raliski
Dale Stith

**Denotes late arrival or early departure*

Other Recorded Attending:

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

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

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

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

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

Approval of Agenda

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

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

Public Comments

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

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

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

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

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

Executive Director's Report

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

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

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

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

**Mr. Patrick Duhaney arrived*

Approval of Consent Items

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

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

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

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

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

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

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

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

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

This collected data addresses the following congestion measures:

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

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

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

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

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

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

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

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

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

Hampton Roads Regional Bridge Study – 2025 Update

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ms. Brook's presentation is available on the HRTPO website using the following link:
<https://www.hrtpo.org/DocumentCenter/View/14815/071725-TPO-07%20Presentation-Regional-Bridge-Study-2025-Update-PDF?bidId=>

FY 2027-2030 Transportation Improvement Program (TIP) Kickoff

Due to time constraints, this item was deferred.

Regional Legislative Agenda

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

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

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

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

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

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

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

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

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

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

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

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

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

**Mayor Bobby Dyer arrived*

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

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

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

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

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

**Senator Angelia Williams-Graves departed*

Comments and Updates from State and Federal Agencies and Military Liaisons

Due to time constraints, these items were deferred.

HRTPO Board Three-Month Tentative Schedule

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

Minutes of HRTPO Advisory Committee Meeting

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

For Your Information

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

Old/New Business

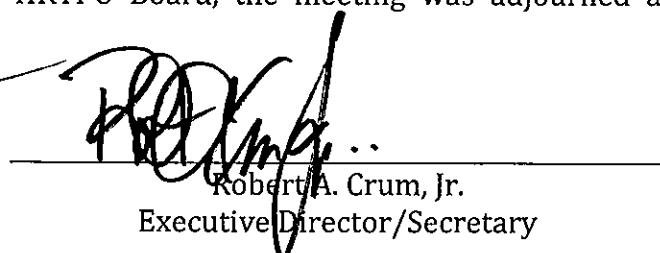
There was no old or new business.

Adjournment

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



Rick West
Vice-Chair



Robert A. Crum, Jr.
Executive Director/Secretary

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