ITEM #12: APPROVAL OF CONSENT ITEMS

12A. MINUTES

Minutes of the HRTPO Board meeting held on April 18, 2013 and Summary Minutes of the HRTPO Retreat held on May 16, 2013 are attached.

Attachment 12-A1
Attachment 12-A2

Recommended Action: The HRTPO staff recommends approval of the minutes.

12B. HRTPO FINANCIAL STATEMENT

The Statement of Revenues and Expenditures for the activities of April 2013 is attached. This statement reflects the financial status of the HRTPO as a whole.

Attachment 12-B

Recommended Action: Accept the HRTPO Financial Statement.

12C. CMAQ/RSTP FUND TRANSFER REQUEST: GLOUCESTER AND HAMPTON ROADS TRANSIT

Attached is a request by Gloucester County, in coordination with Hampton Roads Transit (HRT), to amend the FY 2012–2015 Transportation Improvement Program (TIP), as follows:

- Transfer $300,000 in FY 2012 RSTP funds (including state match) from UPC 98805 (Route 17 Business Corridor Planning Study) to HRT project UPC T9126 (Bus Replacement and Rebuild)
- Transfer $195,703 in FY 2007 RSTP funds (including state match) from UPC 56934 (Route 17 Install Raised Concrete Median) to HRT project UPC T9126
- Transfer $298,829 in FY 2014 CMAQ funds (including state match) from HRT project UPC T9126 to UPC 100625 (Bicycle-Pedestrian Improvements to Route 216)
- Transfer $196,874 in FY 2014 CMAQ funds (including state match) from HRT project UPC T9126 to UPC 100624 (Bicycle-Pedestrian Improvements to Route 1216)
- Transfer $60,224 in FY 2017 CMAQ funds (including state match) from UPC 100625 to UPC 100624
- Transfer $60,223 in FY 2018 CMAQ funds (including state match) from UPC 100625 to UPC 100624
- Transfer $495,703 in FY 2019 CMAQ funds (including state match) from UPC 100625 to HRTPO CMAQ Reserve
The proposed TIP amendment was made available for public review from May 29, 2013 through June 12, 2013. The Transportation Technical Advisory Committee has recommended approval of the fund transfers and associated TIP amendment.

Attachment 12-C

**Recommended Action:** Approve the fund transfer request, as well as the associated TIP amendment.

### 12D. CMAQ/RSTP FUND TRANSFER REQUEST: JAMES CITY

Attached is a request from James City County to amend the FY 2012–2015 Transportation Improvement Program (TIP), as follows:

- Transfer $29,900 in FY 2009 CMAQ funds (including state match) from UPC 83462 (Airport Road Bikeway) to UPC 102947 (Route 199 West Ramp at Richmond Road).
- Transfer $119,000 in FY 2001 CMAQ funds from UPC 71616 (Ironbound Road & Sandy Bay Road Bikeway) to UPC 102947. The County will provide the required $29,750 local match from Secondary System funds.
- Transfer $17,080 in FY 1999 CMAQ funds from UPC 71616 to UPC 102947. The County will provide the required $4,270 local match from Secondary System funds.
- Transfer $109,600 in FY 1999 CMAQ funds from UPC 71616 to UPC 102944 (Centerville Road & News Road Intersection Improvement). The County will provide the required $27,400 local match from Secondary System funds.

The proposed TIP amendment was made available for public review from May 29, 2013 through June 12, 2013. The Transportation Technical Advisory Committee has recommended approval of the fund transfers and associated TIP amendment.

Attachment 12-D

**Recommended Action:** Approve the fund transfer request, as well as the associated TIP amendment.

### 12E. CMAQ FUND TRANSFER REQUEST: HAMPTON

Attached is a request from the City of Hampton to amend the FY 2012–2015 Transportation Improvement Program (TIP), as follows:

- Transfer $24,510 in FY 2005 CMAQ funds (100% federal) from UPC 73234 (Citywide CCTV Camera Installation) to UPC 97717 (Citywide Traffic Signal System Retiming).
- Transfer $268,408 in FY 2007 CMAQ funds (100% federal) from UPC 84330 (Citywide AVL for Emergency Services Vehicles) to UPC 97717.
- Transfer $29,873 in FY 2008 CMAQ funds (including state match) from UPC 83362 (Coliseum Drive & Cunningham Drive Intersection Improvements) to UPC 83199 (Hampton Roads Center Parkway & Big Bethel Road Intersection Improvements).
• Transfer $107,514 in FY 2008 CMAQ funds (including state match) from UPC 83362 to UPC 84331 (Citywide Wayfinding Signs)
• Transfer $2,188 in FY 2008 CMAQ funds (including state match) from UPC 83362 to UPC 83200 (Big Bethel Road & Radford Drive New Traffic Signal Installation)
• Transfer $22,286 in FY 2008 CMAQ funds (including state match) from UPC 83362 to UPC 97717
• Transfer $75,000 in FY 2013 CMAQ funds (including state match) from UPC 97718 (Citywide Traffic Signal Upgrade) to UPC 97717
• Transfer $3,501 in FY 2011 CMAQ funds (including state match) from UPC 97718 to UPC 97717

The proposed TIP amendment was made available for public review from May 29, 2013 through June 12, 2013. The Transportation Technical Advisory Committee has recommended approval of the fund transfers and the associated TIP amendment.

Recommended Action: Approve the fund transfer request, as well as the associated TIP amendment.

12F. CMAQ FUND TRANSFER REQUEST: SUFFOLK

Attached is a request from the City of Suffolk to amend the FY 2012–2015 Transportation Improvement Program (TIP), as follows:

• Transfer $68,951 in FY07 State Match for CMAQ projects funds from UPC 52371 (Route 58 – 5 Signals) to UPC 98815 (Godwin Boulevard Park & Ride Lot)
• Transfer $9,944 in FY06 State Match for CMAQ projects funds from UPC 52381 (Route 13 – 2 Signals) to UPC 98815
• Transfer $47,511 in FY06 State Match for CMAQ projects funds from UPC 52382 (Route 337 – 2 Signals) to UPC 98815
• Transfer $100,688 in FY07 State Match for CMAQ projects funds from UPC 52370 (Route 58 – 3 Signals) to UPC 100604 (Bridge Road/Bennetts Pasture Road Intersection Improvements)
• Transfer $43,539 in FY06 State Match for CMAQ projects funds from UPC 52372 (Route 10 – 7 Signals) to UPC 100604
• Transfer $1,035 in FY06 State Match for CMAQ projects funds from UPC 52372 to UPC 100607 (Portsmouth Boulevard Park & Ride Lot)
• Transfer $97,655 in FY06 State Match for CMAQ projects funds from UPC 52373 (Route 460 – 7 Signals) to UPC 100607
• Transfer $19,605 in FY06 State Match for CMAQ projects funds from UPC 52381 to UPC 100607
• Transfer $20,000 in FY06 State Match for CMAQ projects funds from UPC 52382 to UPC 100607
The proposed TIP amendment was made available for public review from May 29, 2013 through June 12, 2013. The Transportation Technical Advisory Committee has recommended approval of the fund transfers and associated TIP amendment.

Attachment 12-F

**Recommended Action:** Approve of the fund transfer request, as well as the associated TIP amendment.

### 12G. REVISED CMAQ & RSTP FY 2014-2019 ALLOCATIONS

In an email message dated May 29, 2013 (attached), VDOT staff notified HRTPO staff of additional reductions in CMAQ and RSTP marks from what was provided in the draft figures released in March 2013. The additional reductions are summarized below:

**RSTP Adjustments by Fiscal Year**
- **FY 2014** (Reduction of $39,849 includes match)
- **FY 2015 – FY 2019** (Reduction of $20,015 each year, includes state match)
- **Total Reduction for Six-Year Period = $139,924** (includes state match)

**CMAQ Adjustments by Fiscal Year**
- **FY 2014** (Reduction of $26,877 includes match)
- **FY 2015 – FY 2019** (Reduction of $13,497 each year, includes state match)
- **Total Reduction for Six-Year Period = $94,362** (includes state match)

The VDOT message stated that adjustments to HRTPO CMAQ and RSTP allocations for FY 2014–2019 would need to be completed by June 7, 2013 in order to have the final SYIP ready for submission to the CTB in June. HRTPO staff developed a strategy for addressing the additional reductions and coordinated with the affected localities/agencies. The Transportation Technical Advisory Committee has recommended approval of the adjustments to HRTPO CMAQ and RSTP allocations for FY 2014–2019 as shown in the attached Tables 1 and 2.

Attachment 12-G

**Recommended Action:** Approve the revised CMAQ and RSTP allocations as shown in Tables 1 and 2 in the attachment.

### 12H. FY 2012-2015 TIP AMENDMENT: COORDINATED PUBLIC TRANSIT

The previous federal transportation act, SAFETEA-LU, included a Federal Transit Administration (FTA) funding program referred to as Section 5317 – New Freedom (NF). Projects proposed under that program had to be derived from a locally developed coordinated public transit-human services transportation plan (Coordinated Plan). Funds remaining under this SAFETEA-LU program must be handled under SAFETEA-LU guidelines.
A project selection committee comprised of Coordinated Plan stakeholders met on April 8, 2013 to select projects to be funded with Section 5317 funds. The Project Selection Committee selected six projects for funding based on criteria included in the Coordinated Plan. A brief description of each selected project is attached. The projects to be added to the FY 2012-2015 TIP are:

<table>
<thead>
<tr>
<th>Agency – Project Name</th>
<th>Allocated Amount</th>
<th>FTA Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Black &amp; White Cabs of Norfolk – 5 Replacement ADA Taxicabs</td>
<td>$144,979</td>
<td>NF</td>
</tr>
<tr>
<td>2 Black &amp; White Cabs of Virginia Beach – 6 Replacement ADA Taxicabs</td>
<td>$173,735</td>
<td>NF</td>
</tr>
<tr>
<td>3 Senior Services of Southeastern Virginia – 10 Passenger ADA Van Technology</td>
<td>$40,000</td>
<td>NF</td>
</tr>
<tr>
<td>4 Guardian Angel Medical Transport, Inc. – 4 ADA Compliant Vehicles</td>
<td>$117,757</td>
<td>NF</td>
</tr>
<tr>
<td>5 Hampton Roads Transit – Military Transfer Center</td>
<td>$49,089</td>
<td>NF</td>
</tr>
<tr>
<td>6 Norfolk Redevelopment &amp; Housing Authority – Mobility Improvement Transportation Program</td>
<td>$165,619</td>
<td>NF</td>
</tr>
</tbody>
</table>

Attached is the request from Hampton Roads Transit to amend the FY 2012–2015 Transportation Improvement Program (TIP) to add the projects and funding listed above.

The proposed TIP amendment was made available for public review from May 29, 2013 through June 12, 2013. The Transportation Technical Advisory Committee has recommended approval of the above projects and allocations, as well as the associated TIP amendment.

Attachment 12-H

**Recommended Action:** Approve the above projects, allocations, and associated TIP amendment.

12I. **FY 2012-2015 TIP AMENDMENT: HAMPTON ROADS TRANSIT**

Attached is a request from Hampton Roads Transit (HRT) to amend the Hampton Roads FY 2012-2015 Transportation Improvement Program to transfer $173,082 in FY 2006 FTA Section 5316 Job Access Reverse Commute (JARC) funds from the HRT Job Access Service Study to the HRT Real-Time Traveler Information System.

The proposed TIP amendment was made available for public review from May 29, 2013 through June 12, 2013. The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

Attachment 12-I

**Recommended Action:** Approve the TIP amendment.
12J. HRTPO FY 2013 BUDGET AMENDMENT

The HRTPO amends its budget twice a year, usually in the months of November and May, to record changes that have occurred subsequent to the budget’s original approval by the HRTPO Board. Due to the May Retreat, the May Amendment was rescheduled for June. This amendment formalizes the changes that have occurred since November 2012.

Revenue and Expenditures
WATA canceled project #428112 and returned $100,000 as a result. Therefore, incorporating this funding into FY2013 in the January 17, 2013 UPWP amendment resulted in re-budgeting a portion of the PL funds to keep the overall budget in balance.

FY 2013 Revenue Amendment Changes
• Federal Transit Administration (FTA) increased $100,000

FY 2013 Expenditures Amendment Changes
• Operation Contingencies: $100,000

Attachment 12-J

Recommended Action: Approve the HRTPO FY 2013 Budget amendment.

12K. VOLUMES, SPEEDS, AND CONGESTION ON MAJOR ROADWAYS IN HAMPTON ROADS: FINAL REPORT

As part of the Congestion Management Process (CMP), the HRTPO staff has released the Average Weekday Traffic Volumes for Major Roadways in Hampton Roads report on an annual basis since 2006. This new document continues that effort by detailing regional traffic volumes for the years 2007-2012. In addition, this report now includes for the first time speed data collected by INRIX. It also includes congestion levels based on the above volumes and speeds.

The draft report was made available for public review and comment from May 1, 2013 through May 15, 2013. No comments were received.


Recommended Action: Approve the final report.
12L. CONGESTION MANAGEMENT PROCESS – THE STATE OF TRANSPORTATION IN HAMPTON ROADS: FINAL REPORT

As part of the Congestion Management Process (CMP) and our commitment to track regional performance measures, the HRTPO staff annually produces the State of Transportation in Hampton Roads report. This report details the current status of all facets of the transportation system in Hampton Roads, including air, rail, water, and highways. Many aspects of the highway system are highlighted, including roadway usage, bridge conditions, costs of congestion, commuting characteristics, roadway safety, truck data, transit usage, active transportation, highway funding, and operations. Comparisons between Hampton Roads and similar metropolitan areas are also included.

The draft report was made available for public review and comment from April 3, 2013 through May 1, 2013. No comments were received.


Recommended Action: Approve the final report.

12M. MEMORANDA OF AGREEMENT: FRANKLIN, SOUTHAMPTON, AND SURRY

At the May 16, 2013 Retreat, the HRTPO staff recommended approving an interim agreement among the HRTPO members and the three non-member localities that guarantees representation and voting rights to the non-members on matters involving the planning, programming, and funding of projects supported by the state revenues in HB2313. The Memoranda of Agreement between the HRTPO and each affected locality (City of Franklin and Counties of Southampton and Surry), in accordance with the Secretary's suggestion, are included in Workshop Agenda, Item #7 for HRTPO Board approval.

Recommended Action: Approve the Memoranda of Agreement attached in Item #7.

12N. I-64 PENINSULA WIDENING: HRTPO PREFERRED ALTERNATIVE

At its May Retreat, Mr. Mike Estes, VDOT Director of Strategic Initiatives, briefed the HRTPO Board on the VDOT strategies to effectively utilize funding from HB2313 to provide intermediate relief as well as ensure a cost effective and efficient implementation plan on the widening of I-64 on the Peninsula. To complement the State’s initiative to provide an interim solution to the I-64 Peninsula corridor, the Draft FY 2014-2019 Six-Year Improvement Program includes $100 million for I-64 Capacity Improvements from Newport News to Williamsburg. Per the HRTPO Board’s request, VDOT has submitted additional technical information about the benefits of this interim solution (Attachment 8-A).

After HRTPO Board discussion on VDOT’s briefing of I-64 Peninsula Widening at the May Retreat, Mr. Dwight Farmer indicated a resolution would be brought to the HRTPO Board at its June 2013 meeting for consideration and approval on the HRTPO preference of the VDOT 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) for immediate and intermediate congestion relief on the condition
that this preference would not preclude the I-64 Peninsula widening expansion to 8 lanes or future associated funding.

A resolution:

- **Endorsing VDOT’s 6-Lane Option Segments 1 and 2 (Jefferson Avenue.Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction (with the application of Context Sensitive Design, such as including landscaping between the medium barriers, if lanes are added in the existing Median) for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding;**

- **Endorsing VDOT’s recommended approach to aggressively pursue and complete the 6-Lane Segment 1 (Jefferson Avenue/Exit 255 to Fort Eustis Boulevard/Exit 250);**

- **Endorsing VDOT’s recommended approach to develop a strategy to fund the 6-Lane Segment 2 (Fort Eustis Boulevard/Exit 250 to Humelsine Parkway/Exit 242); and**

- **Endorsing VDOT’s recommended approach to develop a strategy to fund interim improvements at the Fort Eustis Boulevard interchange.**

is for HRTPO Board approval.

This item was discussed and associated attachments are included in the Workshop Agenda, Item #8.

**Recommended Action:** Approve the resolution attached in Item #8.

120. **HRTPO CITIZEN TRANSPORTATION ADVISORY COMMITTEE: MEMBERSHIP**

The HRTPO Citizen Transportation Advisory Committee (CTAC) has two openings for representatives from the Cities of Chesapeake and Poquoson. As an advisory committee to the HRTPO Board, the mission of the CTAC is to provide the HRTPO with a citizen’s viewpoint on regional transportation issues, strategies, funding, priorities, and the decision-making process of the HRTPO. The HRTPO posted a call for membership applications to the CTAC beginning December 12, 2012 via a notice on the HRTPO website.

The following individuals have been recommended for CTAC membership:

- **City of Chesapeake – Mr. John Kish**
  Mr. Kish is a retired Mechanical Engineer, and currently serves as Vice-Chair of the Chesapeake Planning Commission.

- **City of Poquoson – Mr. Barry Dunn**
  Mr. Dunn is an Engineer at NASA Langley Research Center, and volunteers with various sports teams in Poquoson.

**Recommended Action:** Approve Mr. John Kish and Mr. Barry Dunn to fill the CTAC vacancies.
12P. HAMPTON ROADS CROSSING: HRTPO PREFERRED ALTERNATIVE

On July 16, 1997, the Hampton Roads Metropolitan Planning Organization (HRMPO) unanimously selected Transportation Corridor 9, also known as the “Third Crossing,” as the Locally Preferred Corridor. The alternative was divided into independent segments, each aiding in the reduction of regional traffic congestion.

On September 18, 1997, the Commonwealth Transportation Board (CTB) passed a resolution which expressed its good faith intent to facilitate and develop the Hampton Roads Transportation Crossing identified as Transportation Corridor 9 (“Third Crossing”).

On July 20, 2000, the CTB voted to identify Candidate Build Alternative 9 (“Third Crossing”) as the approved alternative. The Federal Highway Administration approved the Final Environmental Impact Statement (EIS) on March 1, 2001 and issued a Record of Decision on June 4, 2001. The Third Crossing was made up of independent segments and, as stated in the 2001 Final EIS, can be constructed in phases.

The Hampton Roads Bridge-Tunnel has separately built structures; the original, now westbound, opened on November 1, 1957; and the eastbound structure opened on June 3, 1976. As expressed by VDOT Chief Deputy Commissioner during the May 2013 Retreat, the rehabilitation of the Hampton Roads Bridge-Tunnel will need to be addressed.

The Congestion Pricing concept has been presented to and discussed by the HRTPO Board during the past few years. During the May 2013 Retreat, the HRTPO Executive Director presented information to the HRTPO Board indicating that tolling at the Hampton Roads Bridge-Tunnel and Monitor Merrimac Memorial Bridge-Tunnel could potentially reduce congestion in the short-term at these facilities while long-term project decisions are being evaluated.

A resolution:

- reaffirming the HRMPO action of July 16, 1997 to endorse constructing Transportation Corridor 9 (“Third Crossing”) in phases;
- endorsing the continued maintenance and enhancement of the existing Hampton Roads Bridge-Tunnel lanes and tunnels; and
- endorsing the study of the feasibility and possible implementation of congestion pricing on the Hampton Roads Bridge Tunnel and the Monitor Merrimac Memorial Bridge-Tunnel.

Is included for HRTPO Board for approval.

This item was discussed and associated attachments are included in the Workshop Agenda, Item #9.

**Recommended Action:** Approve the resolution attached in Item #9.
The Hampton Roads TPO Board Meeting was called to order at 10:38 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**HRTPO Voting Members in Attendance:**
- Molly Joseph Ward, Chair (HA)
- Alan P. Krasnoff, Vice-Chair (CH)
- Ella P. Ward (Alternate, CH)
- Dee Dee Darden (IW)
- Mary Jones (JC)
- McKinley Price (NN)
- Paul D. Fraim (NO)
- Kenneth I. Wright (PO)*
- Linda T. Johnson (SU)
- Charles Brown (Alternate, SU)
- William D. Sessoms (VB)
- Clyde Haulman (WM)
- Thomas G. Sheperd, Jr. (YK)
- Thelma Drake (DRPT)
- Senator Frank Wagner (GA)
- Delegate Chris Stolle (GA)
- Delegate Mike Watson (GA)
- William E. Harrell (HRT)
- Michael Estes (VDOT)
- Jeff Florin (VPA)
- Kevan Danker (WATA)

**HRTPO Nonvoting Members in Attendance:**
- James E. Baker (CH)
- Mary Bunting (HA)
- W. Douglas Caskey (IW)
- Robert C. Middaugh (JC)
- Neil A. Morgan (NN)
- John Rowe (PO)
- J. Randall Wheeler (PQ)
- Selena Cuffee-Glenn (SU)
- James K. Spore (VB)
- Jackson C. Tuttle, II (WM)
- James O. McReynolds (YK)
- Shepelle Watkins-White (CTAC)
- Ivan Rucker (FHWA)
- Col. Jayne Jansen (LANGLEY-EUSTIS)
- Capt. David Culler (USN)

**HRTPO Executive Director:**
Dwight L. Farmer

**CTB Participants:**
- Hollis Ellis (CTB)
- Aubrey Layne (CTB)

**Other Participants:**
- Barry Cheatham (FR)*
- Randy Martin (FR)
- Tyrone Franklin (SY)
- John Seward (SY)

**HRTPO Voting Members Absent:**
- Carter Borden (GL)
- W. Eugene Hunt (PQ)
- Senator Thomas Norment (GA)
- Rodney Oliver (VPA)
HRTPO Nonvoting Members Absent:
Brenda Garton (GL)                    Col. Korvin D. Auch (LANGLEY-EUSTIS)
Marcus Jones (NO)                     Col. Tom Wetherington (LANGLEY-EUSTIS)
Jeffrey Breeden (FAA)                 Wayne Shank (NAA)
Irene Rico (FHWA)                     Ken Spirito (PAC)
Tony Cho (FTA)                        Capt. John Little (USCG)
Brigid Hynes-Cherin (FTA)             Randall P. Burdette (VDOA)
William Bell (FTAC)

* Late arrival or early departure

Others Recorded Attending:
John Gergely (Citizen); Earl Sorey (CH); Brian DeProfio (HA); Michael King, Jerri Wilson (NN); Dale Castellow, Bryan Pennington, Jeff Raliski, Ron Williams (NO); Susan Wilson (PO); Eric Nielsen (SU); Bob Matthias (VB); Ray Amoruso (HRT); Robert Baldwin (U.S. Navy); Will Christopher (HRPTA); Delegate David Yancey (General Assembly); Chrirsten Faatz (Senator McWater's Office); Ross Grogg (Kemper Consulting); Preston Bryant (McGuire Woods Consulting); Angela Bezik (Principle Advantage); Ellis W. James (Sierra Club Observer); Peter Huber (Willcox & Savage); Austin Bogues (Daily Press); David Forster (Virginian-Pilot); Doran Bosso (Elizabeth River Crossings); Adam Jack, Eric Stringfield (VDOT); Cathy Aiello (Aiello Enterprises); Camelia Ravanbakht, Rob Case, Brian Chenault, Kathlene Grauberger, Michael Kimbrel, Kendall Miller, Jessica Nappi, Keith Nichols, Pavithra Parthasarathi, Chris Wichman (HRTPO Staff); Curtis Brown, Rick Case, Jennifer Coleman, Greg Grootendorst, Jim Hummer, Mike Long, Jai McBride, Kelli Peterson, Joe Turner, Chris Vaigneur, Tara Walker (HRPDC Staff)

Approval of Agenda

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

Workshop Agenda

Commonwealth Transportation Board (CTB) Members Comment Period

Mr. Aubrey Layne, CTB Member expressed his appreciation to Mayor Ward and Mr. Dwight Farmer for updating the CTB on transportation issues in Hampton Roads. He reported that for the first time in the region's history, population growth will be greatest to the west of the Elizabeth River. Also a topic of conversation at the last CTB meeting was congestion pricing.

The Memorandum of Understanding (MOU) was approved for the $170 million I-564 Intermodal Connector project in Norfolk. Both the Hampton Roads Military and Federal Facilities Alliance and the Eastern Federal Lands Highway Division have signed the MOU with the U.S. Navy with VDOT to follow suit.
In order to progress the I-64 Peninsula Widening project, the CTB administratively selected Preferred Alternative 1. The action is subject to receiving comments from the HRTPO and the Richmond Metropolitan Planning Organization (MPO) regarding phase segments and the utilization of both the interior median and outside shoulder to assist in reducing the cost.

Mr. Layne noted the CTB authorized the removal of several inert explosives found at the base of the Gilmerton Bridge.

The CTB completed allocations for candidate projects for the Transportation Alternatives Program (TAP). The process for awarding TAP funding is based upon guidelines under the MAP-21 federal transportation legislation and the HRTPO is now involved in the funding allocation process.

Mr. Layne stated the CTB discussed HB 2313 and the process by which the CTB and the State will coordinate moving forward with the regional monies from the bill. Northern Virginia has a procedure already in place and the HRTPO will be discussing this topic at its May Retreat. He indicated that for the first time, Hampton Roads has the opportunity to control its own destiny. He believed the region was receiving its fair share of funding and an analysis of last year’s Six-Year Improvement Program (SYIP) revealed Hampton Roads received over one third of the monies. He commented the CTB will continue to press for funding for mega projects in the region.

Mr. Hollis Ellis, CTB Member, thanked Mayor Ward and Mr. Farmer for their presentation to the Board and noted it allowed the other CTB members the opportunity to appreciate the transportation issues facing Hampton Roads.

Mr. Layne stated the July CTB meeting would be held jointly with the Chesapeake Bay Bridge-Tunnel Authority on the first island of the Chesapeake Bay Bridge-Tunnel and will be open to the public.

Chair Ward welcomed Delegate Michael Watson as a Voting member to the HRTPO Board.

**Department of Rail and Public Transportation (DRPT) Comments and Updates**

Ms. Thelma Drake, Director of DRPT, reported Virginia is now the only state that has created a dedicated revenue source specifically for the operation and capital investment of passenger trains. Amtrak relayed to all states that if funding is not secured by October 1, 2013, routes will be closed.

In addition to the existing $160 million for transit operating costs, the Governor’s transportation bill will provide approximately $50 million in supplemental funding. The $160 million will be distributed based on operating expenses; whereas, the $50 million will be delivered to the transit companies once new performance measures are in place.
DRPT and Amtrak have embarked on a marketing campaign which includes billboards and print ads to remind the public of the advantages of using Amtrak.

On May 11, 2013, DRPT and HRT will sponsor the Lt. Dan Band Concert at the Naval Base to promote transit opportunities in Hampton Roads.

Ms. Drake explained the Marketplace Equity Act, a section of HB 2313 which would allow states to charge sales tax on Internet purchases, is dependent on a bill in Congress. If passed, DRPT will receive an additional $20 million.

Ms. Drake stated DRPT will be the lead agency, joining the Virginia Motor Vehicle Dealer Board and the Virginia Department of Aviation, for the 2013 Governor's Transportation Conference, slated for the first week in December in Richmond.

Military Liaisons Comments and Updates

Colonel Jayne Jansen of Joint Langley-Eustis reported Colonel Korvin Auch will be leaving Langley-Eustis and Colonel John Allen will be assuming the duties of Base Commander this week.

She indicated the construction on Route 105 has only had minor impacts on traffic around the Base.

Captain David Culler, on behalf of Admiral Alexander, expressed his appreciation for the collaborative efforts regarding the I-564 Intermodal Connector project. He stated the Norfolk Naval Station piers are extremely busy due to many warships docked at port which has impacted traffic. The Navy is working with both VDOT and the Norfolk Police Department to assist in congestion both within and outside the fence-line. Commands have also shifted working hours in order to assist the flow of traffic at the gates.

Captain Culler indicated he will have a town hall meeting at the Norfolk Naval Base sometime in July or August. He encouraged Board members to attend and stated a tour of the Base could be arranged.

HB 2313 Transportation Revenues

Mr. Dwight Farmer, HRTPO Executive Director, reported the HB 2313 legislation will impose taxes on the three localities that are members of the Hampton Roads Planning District Commission (HRPDC) but not the Hampton Roads Transportation Planning Organization (HRTPO). They include the City of Franklin and the Counties of Southampton and Surry. He acknowledged representatives from the City of Franklin and Surry County who were in attendance at the HRTPO meeting.
Per his discussion with Secretary Sean Connaughton, Mr. Farmer outlined the Secretary’s two possible suggestions as follows:

“Develop an agreement among the HRTPO member and non-member localities that guarantees representation and voting rights for the non-members on matters involving the planning, programming, and funding of projects supported by the HB 2313 revenue;” or

“The HRTPO could amend the boundaries of the HRTPO to include Southampton, Franklin, and Surry”.

He noted HRTPO staff recommends approving a Memorandum of Agreement (MOA) between the HRTPO members and the three non-member localities that guarantees representation and voting rights to the non-members on matters involving the planning, programming, and funding of projects supported by the state revenues in HB 2313. The FHWA has indicated its acceptance of the MOA and asked to be updated if the HRTPO decides to expand its boundary in the future. He stated the HRPDC attorneys have drafted the MOA for Board consideration.

Mayor Paul Fraim inquired as to the process that could amend the boundaries to include the City of Franklin and Southampton and Surry Counties as members of the HRTPO. Mr. Farmer replied it would require an agreement between the HRTPO and the Governor; however, several points must first be addressed. Mayor Fraim asked if the issues could be discussed at the May Retreat. Mr. Farmer replied affirmatively and indicated there was a handout on the table which included specific agenda items for the May Retreat including the aforementioned subject.

Ms. Mary Jones suggested the affected localities provide feedback to the HRTPO on how they wish to proceed.

Mayor Fraim asked whether the City of Franklin and Southampton and Surry Counties were members of the Crater Planning District. Mr. Farmer replied Surry County has dual membership with both the Crater Planning District and the HRPDC. The City of Franklin and Southampton County are members of the HRPDC; however, they are outside of the projected urbanized boundary.

Mr. Tyrone Franklin stated Surry County receives transportation funding from the Crater Planning District.

Mr. Douglas Caskey inquired as to whether an MPO can cross state lines. Mr. Farmer replied an MPO can cross state lines; however, he was unsure regarding planning districts.

Mr. Caskey noted the geographic boundary line between states is not representative of the actual traffic on the roads. Mr. Farmer stated the definition of an MPO depends on different metrics, one being the requirement that the locality be in a Metropolitan Statistical Area (MSA). Two North Carolina localities are now in the Hampton Roads MSA; however, more importantly, the second requirement pertains to whether the locality is contained in an urbanized boundary. He indicated he had spoken with representatives from both the
FHWA and the Federal Transit Administration, and it appears a rural area could be brought into the HRTPO. He believed the Governor would not object since the Hampton Roads MSA is currently expanding.

Mr. Franklin commented that Surry County has been removed from the Hampton Roads MSA. Mr. Farmer stated that although Surry County was no longer in the MSA, the HRPDC is not treating the County any differently.

Mr. John Seward asked whether the discussion would continue at the May Retreat. Mr. Farmer replied affirmatively; however, he stated a complete re-designation would be hard to complete by the July 1st deadline.

Mayor Fraim recommended deferring the subject to the May Retreat.

Chair Ward stated a motion could be initiated during the Consent Agenda.

**HRTPO FY 2014 Budget**

Ms. Tara Walker, HRPDC Senior Accounting and Grants Manager/DBE Liaison, reported the FY 2014 budget decreased by 6% compared to the FY 2013 budget. Most of the reduction is in the Pass-Thru funding with a small decrease in actual operating expenses.

(Mayor Wright departs)

**FY 2014 Unified Planning Work Program**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff, in coordination with Hampton Roads Transit, Williamsburg Area Transit Authority, VDOT, and DRPT has developed the Unified Planning Work Program (UPWP) for fiscal year (FY) 2014. The UPWP describes the mutual responsibilities of the aforementioned entities in carrying out the metropolitan transportation planning process for Hampton Roads. She indicated that setting regional planning priorities helps ensure the vision and goals of the HRTPO Board are carried forward in the UPWP.

The UPWP tasks for planning and programming are funded with a combination of 80% federal funds, 16% state funds, and a 4% local match that is required in order to receive federal grants. The budget for the FY 2014 UPWP is approximately $11.5 million; of that, the HRTPO will receive 30%, VDOT 10%, and the remaining 60% divided between HRT and WATA. There is an increase of approximately $3 million in the FY 2014 UPWP budget for the HRTPO-approved RSTP funds allocated to HRT to continue and complete ongoing transit studies to Virginia Beach and the Norfolk Naval Base.

Dr. Ravanbakht stated the FY 2014 Planning Priorities are:

- Transportation Programming
- Evaluation of Funding Alternatives
- Multimodal Planning
The UPWP must detail the work associated with HRTPO core functions:

- Long-Range Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Public Participation

Dr. Ravanbakht stated the public comment period for the FY 2014 UPWP ended April 10, 2013 and is on the Consent Agenda for HRTPO Board approval.

(Mr. Cheatham departs)

**Historical Analysis of Census Transportation Data**

Dr. Rob Case, HRTPO Principal Transportation Engineer, reported HRTPO Staff, in an effort to study performance measures in Hampton Roads, has prepared a report analyzing transportation data from the U.S. Censuses of 1970 through 2010 for Hampton Roads and area localities.

The data is presented individually by locality and collectively for the region. Regional data is offered for both the Hampton Roads Metropolitan Planning Area (MPA) and the 2010 Metropolitan Statistical Area (MSA). Using 2010 MSA data, Hampton Roads is compared to other MSAs of similar size. Locality data is provided for each of the 18 jurisdictions that fall into at least one of the Hampton Roads regional definitions.

Dr. Case indicated certain trends emerged from the past four decades in Hampton Roads, including:

- Population Annual Growth Rate has slowed
- Number of children is approximately the same as it was in 1970
- Number of elderly persons has quadrupled
- Households with vehicles has increased

When compared to similar MSAs, Hampton Roads has:

- A fairly low travel time to work
- A low public transit rate
- A fairly low carpool rate
- A typical “drive alone” rate of about 80%

Dr. Case noted the final report is on the Consent Agenda for HRTPO Board approval.

Mr. Farmer recognized Dr. Case’s efforts in recently achieving his Ph.D. in Transportation Engineering.
Mr. Keith Nichols, HRTPO Senior Transportation Engineer, reported that as part of the Congestion Management Process (CMP) and the HRTPO’s commitment to track regional performance measures, the staff annually produces the State of Transportation in Hampton Roads report. This report details the current status of all facets of the transportation system in Hampton Roads, including air, rail, water, and highways. Many aspects of the highway system are highlighted, including roadway usage, bridge conditions, costs of congestion, commuting characteristics, roadway safety, truck data, transit usage, active transportation, highway funding, and operations.

Hampton Roads has seen its population grow by 5.6% in the past ten years, and with this growth, licensed drivers have increased by 7.1% and registered vehicles by 12.7%. Air travel has decreased in Hampton Roads by 5.4% over the last decade; whereas, Amtrak ridership, public transportation, and general cargo tonnage has increased 41.7%, 35.1%, and 25.3%, respectively.

Mr. Nichols indicated that comparisons between Hampton Roads and 35 similar metropolitan areas showed that Hampton Roads has the fourth highest percent of deficient bridges and ranks seventh highest in congestion. In contrast, the region’s mean travel time to work is good, with a ranking of 29 out of the 36 total metropolitan areas. Statewide, Virginia ranks 50th out of the 50 states plus Washington, D.C. for utilization of new construction funds.

Mr. Nichols stated the draft report is available for public review and comment from April 3, 2013 through May 1, 2013. HRTPO staff intends to request approval of the final report at the June HRTPO Board meeting.

Meeting Agenda

Public Comment Period

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

Mr. John Gergely

Good morning. I’m John Gergely from Newport News. I’m really happy to see and hear about the appointment of Delegate Watson to your HRTPO. Finally we have an active Peninsula representation from the General Assembly on the Board, and Delegate Yancey, who is back there in the audience, I really appreciate that, and if only someone could figure out how to get Senator Norment to start attending the meetings, I’ll be very happy. We have a new transportation bill, and no matter what you all think of it or anyone thinks of it individually, it’s going to bring a lot of interesting conversation to this group. There’s going to be some money, not enough money, obviously, but there will be a lot of decisions you have to make. I’m going to read a part of one sentence out of what I think is the last version of the bill. It’s the April 3rd revision. It’s the part where the Hampton Roads Transportation Fund was established, which is this. Basically, the sentence says that Hampton Roads Transportation Planning Organization shall give priority, priority, to those projects that are expected to
provide the greatest impact on reducing congestion. There are two key words there, priority and congestion. We have done priority studies here, and you've had 15 years of congestion studies, and I think that's very important that that specifies these monies will be used for relieving congestion, and I want to point out that there's a lot of congestion in this area. There's a lot of opportunity to improve the congestion, but building an intersection on the Southside at the Monitor Merrimac Bridge, that you call Patriots Crossing, does not reduce congestion and all of your studies have shown that. Thank you very much.

Submitted Public Comments

Chair Ward reported there were no submitted public comments.

Consent Items

Chair Ward outlined the Consent Items as follows:

- Minutes
- HRTPO Financial Statement
- FY 2012-2015 Transportation Improvement Program Amendment: HRT
- FY 2012-2015 Transportation Improvement Program Amendment: HRT
- HRTPO Citizen Transportation Advisory Committee: Membership
- Authorizing Resolutions for FY 2014 Federal and State Grant Applications
- HB 2313 Transportation Revenues
- HRTPO FY 2014 Budget
- FY 2014 Unified Planning Work Program
- Historical Analysis of Census Transportation Data

Mayor Sessoms requested to defer HB 2313 Transportation Revenues until the May Retreat and Moved to approve the Consent items with the amendment; seconded by Mr. Jeff Florin. The Motion Carried.

HRTPO Board Three-Month Tentative Schedule

Chair Ward outlined the HRTPO Board three-month tentative schedule, including the May 16th HRTPO Retreat which will take place at the Regional Building from 10:00 a.m. – 2:00 p.m. with lunch included.

Correspondence of Interest

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

For Your Information

Chair Ward noted the items in the For Your Information section of the Agenda packet.
Old/New Business

There was no old/new business.

Adjournment

With no further business to come before the Hampton Roads TPO, the meeting adjourned at 11:29 a.m.

Molly J. Ward
Chair

Dwight L. Farmer
Executive Director/Secretary
The Hampton Roads TPO Retreat was called to order at 10:00 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**HRTPO Voting Members in Attendance:**
- Molly Joseph Ward, Chair (HA)
- Alan P. Krasnoff, Vice-Chair (CH)
- Ella P. Ward (Alternate, CH)
- Dee Dee Darden (IW)
- Mary Jones (JC)
- McKinley Price (NN)
- Anthony Burfoot (Alternate, NO)*
- Kenneth L. Wright (PO)*
- W. Eugene Hunt (PQ)*
- Linda T. Johnson (SU)
- Charles Brown (Alternate, SU)
- William D. Sessoms (VB)*
- Clyde Haulman (WM)
- Thelma Drake (DRPT)
- Senator Frank Wagner (GA)*
- Delegate Chris Stolle (GA)
- Delegate Mike Watson (GA)*
- William E. Harrell (HRT)
- James Utterback (VDOT)
- Jeff Florin (VPA)
- Kevan Danker (WATA)

**HRTPO Nonvoting Members in Attendance:**
- James E. Baker (CH)
- Mary Bunting (HA)
- W. Douglas Caskey (IW)
- Robert C. Middaugh (JC)
- Marcus Jones (NO)
- John Rowe (PO)
- J. Randall Wheeler (PQ)
- Selena Cuffee-Glenn (SU)
- James K. Spore (VB)
- Jackson C. Tuttle, II (WM)
- James O. McReynolds (YK)
- Shepelle Watkins-White (CTAC)
- Ivan Rucker (FHWA)
- William Bell (FTAC)
- Col. Jayne Jansen (LANGLEY-EUSTIS)
- Capt. David Culler (USN)
- Wendy Vachet (Alternate, USN)

**HRTPO Executive Director:**
- Dwight L. Farmer

**CTB Participants:**
- Hollis Ellis (CTB)
- Aubrey Layne (CTB)
- W. Shep Miller (CTB)

**Other Participants:**
- Randy Martin (FR)*
- Michael Johnson (SH)*
- Tyrone Franklin (SY)*
- Sergio Masvidal (PFM) – via teleconference
- Charles Kilpatrick (VDOT)
HRTPO Nonvoting Members Absent:
Brenda Garton (GL)  Col. John Allen (LANGLEY-EUSTIS)
Neil A. Morgan (NN)  Col. Tom Wetherington (LANGLEY-EUSTIS)
Jeffrey Breeden (FAA)  Wayne Shank (NAA)
Irene Rico (FHWA)  Ken Spirito (PAC)
Tony Cho (FTA)  Capt. John Little (USCG)
Brigid Hynes-Cherin (FTA)  Randall P. Burdette (VDOA)

* Late arrival or early departure

Others Recorded Attending:
John Gergely (Citizen); Earl Sorey (CH); Will Moffett (HA); Michael King, Jerri Wilson (NN);
Rob Brown, Dale Castellow, Bryan Pennington, Jeff Raliski, Ron Williams (NO); Sherri Neil,
Susan Wilson (PO); Sherry Hunt, Eric Nielsen (SU); Mark Schnaufer (VB); Vivian McGettigan (YK);
Delegate Matthew James (VA General Assembly); Kalia Sokos (Office of Senator Tommy Norment);
Robert Baldwin (U.S. Navy); Ross Grogg (Kemper Consulting); Tracy Baynard (McGuire Woods Consulting);
Angela Bezik (Principle Advantage); Ellis W. James (Sierra Club Observer); Peter Huber, Tom Inglima, Amber Randolph (Willcox & Savage);
Austin Bogues (Daily Press); Shawn Day, David Forster (Virginian-Pilot); Lauren Coupnton, Greg Gadberry (WAVY News 10);
Karen McPherson (Kimley-Horn); Bill Cashman, Mike Greenwood (URS); Hugh Bassette (Old N. Hampton Community Organization);
Jim Oliver (HRCCE); Joshua Clarke (TBA); Mark Osenbaugh (EV Williams); Randy Lougee (LWV-Norfolk);
Ricardo D’Alessandra (American Infrastructure); Steve Chapin (AECOM);
Rick McGeorge (OTP3); Angel Deem, Mike Estes, Eric Stringfield (VDOT); Cathy Aiello (Aiello Enterprises);
Camelia Ravanbakht, Sam Belfield, Rob Case, Brian Chenault, Kathlene Grauberger, Theresa Jones, Michael Kimbrel, Kendall Miller, Jessica Nappi, Keith Nichols,
Pavithra Parthasarathi, Joe Paulus, Dale Stith, Chris Wichman (HRTPO Staff); Rick Case,
Jennifer Coleman, Nancy Collins, Greg Grootendorst, Julia Hillegass, Jim Hummer, Whitney Katchmark, Randy Keaton, Mike Long, Kelli Peterson, Joe Turner, Chris Vaigneur, Tara Walker (HRPDC Staff)

Chair Molly Ward introduced Mr. Charles Kilpatrick, VDOT’s Chief Deputy Commissioner.
Mr. Kilpatrick thanked the Board and recognized Mr. Mike Estes for his efforts as Acting
Hampton Roads District Administrator for the last several months. He introduced Mr.
James Utterback, VDOT’s Hampton Roads District Administrator, who transferred from the
VDOT Culpepper District. He also introduced Ms. Angel Deem and Mr. Eric Stringfield from
the local VDOT Office.

Chair Ward expressed her appreciation to Mr. Kilpatrick for his time in attending the
HRTPO Retreat. She welcomed Mr. Utterback and thanked Mr. Estes for his leadership over
the past few months.

Chair Ward directed the Board’s attention to a letter written by Senator Tommy Norment
to the HRTPO Board which was distributed around the table. She indicated Senator
Norment’s Assistant, Ms. Kalia Sokos, was in attendance today.
Public Comment Period

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

Mr. John Gergely
Good morning. I'm John Gergely from Newport News. I don't have much to say other than finally there's going to be some money, some tax money to do some construction to do some transportation work. I just have talked to you several times about my interest in improving the Hampton Roads Bridge-Tunnel. I think it's very important. I know there not enough money to do stuff like that, to do big projects but there's enough money to start planning and really thinking about projects. We have a lot of other projects like I-64 and several over here but all I'm asking you is just spend our money wisely, listen to your constituents, and please build us something. Thank you.

Submitted Public Comments

Chair Ward reported there were no submitted public comments.

Approval of Agenda

Chair Ward stated that Item #6 – Approval of the Consent Items contained the only action items on the Retreat Agenda. The remainder of the Retreat will be for discussion on topics that will be voted on at a later date. She asked for any additions or deletions to the agenda. Mr. Dwight Farmer indicated the Virginia Port Authority has requested to pull the first bullet of Item 6-C – FY2013 TIGER Grant: Project Endorsements. Mr. Kevan Danker requested to pull Item 6-A – FY 2014–2019 SYIP: CMAQ and RSTP Projects and Allocations for discussion. Mayor McKinley Price requested to pull the second bullet of Item 6-C – FY2013 TIGER Grant: Project Endorsements. Mayor Alan Krasnoff Moved to approve the agenda with the above amendments; seconded by Mayor Clyde Haulman. The Motion Carried.

Draft FY 2014–2019 Six Year Improvement Program

Mr. Aubrey Layne, CTB Member, reported the CTB was briefed yesterday by the Virginia Department of Transportation (VDOT) regarding its FY 2014–2019 Six Year Improvement Program (SYIP). With the regional funding for both Hampton Roads and Northern Virginia included, the SYIP contains over $15 billion for the next six years. Hampton Roads’ share of the state funding is approximately 30%. He stated the region has come a long way in the past four years and gave credit to the HRTPO Board members for their dedication.

Mr. Layne indicated the SYIP includes $100 million for the I-64 Peninsula Widening project which he believes will be the next major project for the area. Approximately $133 million has been set aside for repaving I-264 and I-64 Southside to be complete within two years.

He noted that this is the first time in which an MPO, a quasi-governmental agency, will make decisions regarding transportation money which will be beneficial for both the transportation infrastructure and regionalism in Hampton Roads.
Mr. Shep Miller, CTB Member, commented that without the passage of the Governor’s Transportation Bill, there would be $7 billion less in transportation funding. He expressed his appreciation to the General Assembly members for committing more money to the Commonwealth. He stated it is critically important that the HRTPO Board members work collaboratively to spend the money and work closely with both the CTB and VDOT.

Mr. Miller stated the TME outside contract maintaining I-264 and I-64 is terminated and VDOT will take over that role.

(Mayor Hunt arrives)

Mr. Hollis Ellis, CTB Member, commented that the CTB received a presentation on the Commonwealth’s statewide traffic operations and the plan is to upgrade in order for all localities to interact with each other.

Mr. Layne stated the SYIP also includes funding for the expansion of the Norfolk trains and rail improvements at the Virginia Port.

Mayor Ward expressed her gratitude to the CTB Members and the Legislators for their support of HB2313.

Consent Agenda

Approval of Consent Items

Chair Ward outlined the Consent Items as followed:

A. FY 2014-2019 SYIP: CMAQ and RSTP Projects and Allocations
B. FY 2014-2019 SYIP: Transportation Alternatives Program Projects and Allocations
C. FY 2013 TIGER Grant: Project Endorsements
   • I-564 Intermodal Connector (VPA)
   • Multimodal High-Speed & Intercity Passenger Rail Station (Newport News)
   • Route 58 (Holland Road) Widening (Suffolk)

Mr. Farmer stated the Virginia Port Authority requested to pull the first bullet of Item 6-C – FY2013 TIGER Grant: Project Endorsements. Mayor Price requested to pull the second bullet of Item 6-C – FY2013 TIGER Grant: Project Endorsements. Mr. Danker requested to pull Item 6-A – FY 2014–2019 SYIP: CMAQ and RSTP Projects and Allocations for discussion. Mayor Krasnoff Moved to approve the Consent Items with the above amendments; seconded by Mayor William Sessoms. The Motion Carried.
Consent Item 6-A
FY 2014-2019 SYIP: CMAQ and RSTP Projects and Allocations

Mr. Danker reported the reduction in CMAQ and RSTP marks resulted in a loss of over $50 million for the region, and although he recognized the need to decrease locality and agency funds, he questioned the method used and asked for clarification. He noted that $25 million CMAQ funds were reduced and stated the Williamsburg Area Transit Authority (WATA) absorbed $9 million of those cuts. Mr. Farmer replied that discussion occurred at both the Transportation Programming Subcommittee (TPS) and the Transportation Technical Advisory Committee (TTAC) with WATA representatives voting for the approval of the reductions.

Mr. Danker asked whether the formula used to determine the funding cuts was devised by HRTPO staff. Mr. Farmer replied decisions were based on the scores and rankings from the HRTPO Board-approved Prioritization Tool.

Mr. Danker inquired as to whether transit projects were scored differently. Mr. Farmer stated they were scored differently, but their scores ranked equally among all projects.

Mr. Danker reiterated his concern and requested the HRTPO Board’s flexibility in the near future with any new funds that may be received. Mr. Farmer assured Mr. Danker the HRTPO Board will work with WATA on any new available funding.

Retreat Agenda

Regional Transportation Funding

Mr. Dwight Farmer, HRTPO Executive Director, briefed the HRTPO Board on the regional transportation needs including:

- $7.5 billion committed projects in the FY 2013-2018 SYIP
- Approximately $2.1-$2.5 billion projects in the 2034 Fiscally-Constrained Long-Range Transportation Plan (LRTP)
- Approximately $22-$26 billion unfunded projects in the 2034 Vision Plan

Mr. Farmer noted that unless a project is in the SYIP and the LRTP, it is not considered a valid project and will not be completed in the next twenty years.

Mayor Krasnoff asked whether the localities could submit a comprehensive project list due to the additional funding from HB2313. Mr. Farmer replied affirmatively.

Mr. Farmer outlined the statewide revenues generated from HB2313 which could reach $842 million by 2018. These revenues will be guided by the CTB. Over the next twenty years, the region’s amount from the statewide revenues should be roughly $3 billion.
Two revenue streams are specifically dedicated to Hampton Roads and the HRTPO will have full purview and discretion on how and when to spend these dollars. Beginning in 2014, funding will be approximately $175 million, growing to $200 million in 2015, and then by $7 or $8 million a year through 2018. Over the next twenty years, an estimated $5 or $6 billion should be available from this stream for the HRTPO Board to move projects forward in the next 20 years. Combining the statewide and regional revenues, Hampton Roads will have approximately $10 billion in available funding over the next twenty years.

Mr. Farmer summarized strategies on how to maximize the HB2313 “regional” component to fund projects including:

- Bond Funded – Mega Projects
- Cash Match Funded – Interstate and Interchange Projects
- Cash Funded – Committed and Local Projects

He indicated that at some point, the HRTPO Board will need to provide HRTPO staff, VDOT, CTB members, and the General Assembly guidance on the percentage of the revenue stream to utilize for bonding.

The Mega Interstate projects eligible for bonding are:

- Third Crossing/Patriots Crossing: $3 billion project
- Third Crossing/Craney Island Connector: $500 million project
- Third Crossing/I-664 Widening (Hampton to Chesapeake): $2.5 billion project
- I-64 Southside Widening (including the High Rise Bridge): $1.7 billion project

Projects that could be considered for Cash Matching are:

- I-64 Peninsula Widening: $350 million project with a $70 million match
- Fort Eustis Boulevard Interchange: $150 million project with a $30 million match
- I-64/I-264 Interchange: $350 million project with a $70 million match
- Bowers Hill Interchange: $350 million project with a $70 million match

Chair Ward asked the CTB members for clarification regarding the cash match funded leveraged option. Mr. Miller replied that if the HRTPO decides to move forward immediately and fund certain projects with new revenue; it is the CTB’s responsibility to ensure the HRTPO is not penalized.

Regarding cash funded projects, Mr. Farmer stated it is likely the CTB and VDOT will recommend the HRTPO look to cash fund committed projects and those in the SYIP pipeline. Over the next twenty year period, the HRTPO may want to allocate a significant amount of cash into what the City Managers have suggested as a package of local projects funded with the regional revenue stream from HB2313.

Mr. Tom Shepperd commented there will be political “land mines” with some of these suggestions. Mr. Farmer agreed and stated there will be serious political hurdles and negotiations will be necessary with both VDOT and the FHWA.
Mr. Utterback recommended that negotiations be on a project per project basis rather than a 20% across the board match.

Mr. Miller reiterated the importance of working closely with the CTB when trying to obtain funding in the plan and that it is coordinated with the localities in order to assist in state negotiations.

(Senator Wagner arrives)

Mr. Farmer introduced Mr. Peter Huber of Willcox and Savage and Mr. Sergio Masvidal of Public Finance Management (PFM) Group to explain HRTPO Structure and Financing as it pertains to HB2313. Mr. Huber reported the new regional funds are insufficient to finance all mega projects needed in the area. At present, the regional funds are to be deposited into a fund with the state comptroller. There is no clear authority for those funds to be pledged to support bonds and no clear statement in the legislation as to who could issue bonds even if there was the ability to make that pledge. He indicated it is a complex structure with VDOT, the HRTPO, and the CTB who must work together to coordinate how these funds are spent and how bonds might be issued. He stated the mega projects are so expensive that even with bonding, they will likely still need to be tolled to be financially feasible.

Mr. Miller indicated the regional component for Northern Virginia will flow through the Northern Virginia Transportation Authority (NVTA) and noted the monies for Hampton Roads will pass through the HRTPO. Hampton Roads’ funds will be held in a state account and will be distributed to project contractors as directed by the HRTPO. He asked if the State had the capability to bond the funds separately since they will be in the State’s possession. Mr. Huber replied that Willcox and Savage is not the lawyer of record for the CTB; however, HB2313 does not have any language authorizing the pledge of those funds. It was suggested that the Governor add language which would clarify the ability to make that pledge; nevertheless, the final bill did not contain said language. He stated it was an unanswered question at this point, but more than likely the ability to pledge the funds will not occur without expressed authority.

Mr. Huber stated the HRTPO Board, working in conjunction with its partners, must decide how to utilize these funds which could be accomplished by two different methods. The HRTPO could use some or the entire new regional fund to support bonds. A policy decision would have to be made as to whether to work within the existing structure and clarify the roles and powers of the HRTPO, VDOT, and the CTB, and to clarify the authority to issue bonds secured by those revenues. The second method would be to have the HRTPO seek legislation that would consolidate not just the identification of projects, but also the implementation and financing functions at the regional level, either through a major modification of the HRTPO or the creation of a new regional entity similar to the NVTA.

Mr. Layne asked if the funds could be pledged to Public-Private Transportation Act (PPTA) projects. Mr. Huber replied that topic had not been researched specifically; however, he did not believe it possible under the current legislation.
Mr. Huber explained that based on preliminary research, the CTB is a logical potential issuer of debt that might be supported by this fund. Legislation would be required to authorize the CTB to issue bonds for projects identified by the HRTPO in this process and backed by those revenues.

Delegate Chris Stolle asked how Northern Virginia has the capability to issue bonds. Mr. Layne replied the General Assembly enabled Northern Virginia to have the authority to issue bonds without having to process them through the State.

Mr. Masvidal stated the various revenues provided by HB2313 are common among transportation debt programs and can be successfully leveraged with Commonwealth credit support. He noted common financial structures for credit-worthy plans include:

- Typically level annual debt service, although modestly ascending debt service based upon conservative revenue projects can be used
- Additional Bonds Test requires debt service coverage in the 1.25 to 1.50 times range
- Ability to fund O&M costs, R&R deposits, and pay-go capital after payment of debt service

Mayor Krasnoff noted the HRTPO has no bonding history and asked if this could penalize the HRTPO when dealing with bonding agencies. Mr. Masvidal replied that credit ratings for a regional entity and this type of revenue pledge are typically in the AA-A categories depending on bond covenants and the expected level of leveraging.

Mr. Masvidal indicated the regional economic strength of an area is also an important credit factor.

Mr. Masvidal outlined the structure of “The Better Jacksonville Plan” which provided the City of Jacksonville, FL with road, transportation and infrastructure improvements, economic development, and public facilities in 2003.

The PFM Group prepared a preliminary capacity analysis for the HRTPO Board based on certain credit quality considerations. For purposes of this analysis, the following assumptions were utilized for both low and high revenue case scenarios:

- 30-year bond issue every two years for 20 years, such that the final maturity of the last bond issue is in year 50
- Fixed-rate, level annual debt service structure for each issue
- Targets 125% of coverage over debt service

The analysis resulted in $180 million in revenues for FY 2014, growing by 2% annually and $200 million in revenues in FY 2014, growing 3% annually for the low case and high case scenarios, respectively. Approximately $3 million of revenue can be leveraged over the 20 year period for the lower case and over $3.8 million for the higher case scenario.
Mr. Huber summarized the Decision Tree flow chart which encompasses:

- The HRTPO as the entity that will determine project selection based on HB2313
- The assumption that VDOT and the CTB will implement and administer projects
- The possibility of the HRTPO considering more legislative initiatives
- The possibility of modifying the relative roles of the state and regional bodies
- Deciding whether to seek legislation to authorize issuance of bonds by either the CTB or consolidating functions at the regional level by the HRTPO or a new regional entity

Mayor Krasnoff asked if any of the localities' bonding credit would be affected by HB2313 bonding efforts. Mr. Masvidal replied it would not and that specific pledge revenues would be carved out regarding the HB2313 components.

Ms. Mary Bunting inquired as to whether bonding under HB2313 would be considered overlapping debt for the localities. Mr. Masvidal replied more research is needed on the topic; however, at first blush, he believed it would not be considered overlapping.

Ms. Bunting commented that in past discussions with bond rating agencies, a liberal view was expressed with overlapping debt and she thought this scenario might fall into that category.

Mr. Masvidal stated it is an issue that needs to be further explored. He indicated his firm would research the topic and bring a more in-depth answer to the Board.

Mayor Sessoms believed two key factors to be discussed are the ability to flip the funds and support debt and a mechanism to allow the HRTPO to accomplish it. He asked Senator Frank Wagner for his ideas on such an approach. Senator Wagner stated a mechanism for bonding is essential in order to move the mega projects forward. He believed there was time to work on it, build a consensus among the Hampton Roads Delegation, and assist the public in better understanding the process. He stated that by the next General Assembly session, the revenues will be realized and the projects will be more defined.

Mr. Shepperd expressed concern regarding a legal challenge of HB2313. Senator Wagner stated the bill may be challenged, but he believed it would be ruled constitutional. He noted the General Assembly tried to build in as many protections as possible in the legislation, including the elimination of the bill’s taxes should the revenues be reduced to their allotment normally received from the General fund. The General Assembly also specifically assigned the HRTPO as the organization of record as the sole purveyor of the funds. He indicated bonding is a wise choice in that it allows the funds to be virtually untouchable. He stated that if there are additional protections to be written into the bill, the next General Assembly session would be the opportune time to draft such language.

Delegate Stolle agreed with Senator Wagner’s comments and stated he believed it was the General Assembly’s intent to bond these funds. He noted if the HRTPO planned to utilize these funds through bonds in a timely manner and take advantage of low interest rates, it would more than likely be the best path to follow.
Mr. Shepperd asked if the HRTPO should propose legislation regarding the utilization of funds from HB2313. Chair Ward stated Mr. Huber has recommended the HRTPO Board, the CTB, VDOT, and the region’s legislators reach a consensus on how to proceed.

Mr. Farmer reported a revenue collection distribution program and a reporting initiative is underway for HB2313. The regional component funds will be deposited into the state bank account. Currently, plans are being prepared to work with VDOT in regards to programming and committing the funds into the SYIP. He has requested that as purveyors of these funds, the HRTPO receive at least quarterly reports on project status and updates pertaining to account revenue, collection figures, and future project schedules from VDOT. HRTPO staff is currently drafting a Memorandum of Agreement (MOA) with VDOT on said items. The MOA is scheduled to be reviewed by the HRTPO Board at its June 20th meeting in order to have the executed agreement in place by July 1st.

Mayor Linda Johnson inquired whether there would be an external and independent audit of the funds. Mr. Layne replied the funds would be held in a segregated account.

Mr. Huber indicated the HRTPO Board could pursue a CTB bond power as an interim measure with the ability to seek legislation consolidating functions at a regional level at a later date.

Mr. Miller stated there will more than likely be reluctance at the state level because it is unknown whether it would be counted against the State. He suggested Mr. Huber and Mr. Masvidal assist the HRTPO in this matter.

(Mayor Wright departs)

Memorandum of Agreement Between the HRTPO Board and the City of Franklin and Southampton and Surry Counties

Mr. Dwight Farmer, HRTPO Executive Director, reported HB2313 will impose taxes on the three localities that are members of the Hampton Roads Planning District Commission (HRPDC) but not the Hampton Roads Transportation Planning Organization (HRTPO). The three affected localities are the City of Franklin and the Counties of Southampton and Surry.

One alternative is to develop an MOA between the HRTPO and the affected localities so that they are guaranteed representation and voting rights on matters involving the planning, programming, and funding of projects supported by HB2313 revenues.

Mr. Farmer stated the City of Franklin and Southampton County have agreed to enter into the MOA; however Surry County has expressed concern.

Mr. Tyrone Franklin explained that Surry County is unsure whether the County is legally included in the legislation since it is not a member of the HRPDC by code. Surry County is a member of Crater Planning District and a volunteer member of the HRPDC. By entering into the MOA with the HRTPO, Surry County will be levying taxes on its citizens from HB2313 when it is technically not a member of the HRPDC. A letter has been transmitted to Secretary Sean Connaughton requesting assistance in this matter.
Mr. Farmer recommended that HRTPO staff draft separate MOAs with the three localities for Board approval at the June 20th meeting, acknowledging the need to wait for Secretary Connaughton’s response to Surry County’s letter.

Mr. Ivan Rucker asked for clarification on the distinction between HRTPO members and non-members with voting authority. He indicated the majority of the projects are in the Hampton Roads metropolitan region and if a non-member of the HRTPO is taxed, he inquired as to whether the non-members could vote on an approval of amending the MPO plan or program. Mr. Farmer replied that guidance received from Secretary Connaughton indicated that on any matters relating to projects, plans, or programs supported by HB2313 funds, the non-member representative could partake in the vote.

(Mr. Franklin and Mr. Burfoot depart)

Chair Ward introduced Mr. Terry McAuliffe, Democratic candidate for Governor of Virginia. Mr. McAuliffe expressed his appreciation to the HRTPO Board for their efforts and stated the need to unlock the Port, diversify Virginia’s economy, and take transportation to the next level.

I-64 Peninsula Widening: HRTPO Preferred Alternative

Mr. Mike Estes, VDOT’s Director of Strategic Initiatives, reported that Alternative 1 was chosen by the CTB for the I-64 Peninsula Widening project and the submission/approval of the Final Environmental Impact Statement (EIS) is scheduled for November/December 2013. He indicated the HRTPO Board is a valuable and active participant in the project.

He stated VDOT is exploring a strategy implementation of operationally independent sections and has partnered with the Federal Highway Administration (FHWA) on researching models from other states on a method in which to segment the project based on financial and fiscal constraints.

VDOT is developing strategies to effectively utilize funding from HB2313 which includes:

- Intermediate relief
- Ensure cost effective and efficient implementation plan
- Understand the HRTPO expectation with tolls, context sensitive solutions, and phased implementation

He summarized the data from a recent analysis of the corridor designed to explore the three following potential options to maximize funding for Segment 1 – Jefferson Avenue through the Fort Eustis Interchange:

- 6-lane widening in median – $100 million
- 8-lane widening in median/outside – $220 million
- Managed shoulders with emergency pull-offs – $60 million
Options for Segment 2 – Fort Eustis to Humelsine Parkway (First Route 199 Exit):

- 6-lane widening in median – $160 million
- 6 and 8-lane widening in median/outside – $190 million
- Managed shoulders with emergency pull-offs – $65 million

Mr. Estes reported that VDOT's recommended approach to the project is as follows:

- Move aggressively with 6-lane Segment 1 (funded via HB2313)
- Develop strategy to fund 6-lane Segment 2
- Develop strategy to fund interim improvements at Ft. Eustis interchange

(Mr. Johnson departs)

Mr. Farmer stated that at the June meeting, the HRTPO Board should provide clear direction to VDOT on a preferred alternative. He believed the six lane option (segment 1 and 2) is doable and VDOT's timeline is aggressive. He asked Mr. Layne if the CTB would consider using state match funds equal to those of the federal dollars to expedite the project both financially and in a timely manner. Mr. Layne replied affirmatively.

Mr. Farmer expressed his appreciation to the CTB members and requested they express this intent to VDOT.

Mr. Farmer indicated a resolution would be drafted by HRTPO staff to be voted on at the June meeting with Board members.

Delegate Stolle asked if the six lane option will relieve enough congestion to be productive. Mr. Estes replied this option will not solve all of the congestion issues through the corridor as the six lane project will be an incremental improvement.

Senator Wagner commented improvements to the Fort Eustis interchange are critical to the region; however, this phase of the project is not part of the recommendation. Mr. Estes agreed with Senator Wagner’s comments and explained the problem is financial in nature. With limited resources, VDOT believed it best to utilize those funds on the main line.

Delegate Michael Watson inquired as to the cost of the signage needed for the managed shoulder lanes. Mr. Estes replied this cost is above and beyond the estimated project costs.

Based on Senator Wagner’s concerns, Mayor Johnson suggested the Fort Eustis interchange be included in the first phase of the project. Mr. Farmer replied the HRTPO Board should recommend VDOT implement the six lane option and aggressively pursue the possibility of the managed lane in order to green light the project. He noted that more detailed cost estimates for the interchange are still currently unknown.
Mr. Layne commented the corridor is of statewide significance and the CTB has been working with the Richmond District in terms of the roadway in their region. Before VDOT became involved, the project was scheduled to be the subject of a PPTA. He noted that in terms of practicality, the six lane option is of benefit to the region and it does not remove any options to expand the corridor in the future.

Mr. Kilpatrick stated the entire project corridor, which is from I-664 Hampton Coliseum to downtown Richmond, is enormous with an approximate $4 billion cost at the planning level. The State has committed $100 million to begin the project, yet with such a huge project and without utilizing a PPTA or another type of toll facility, it must be completed in phases and the Newport News to Williamsburg segment is a critical phase to initialize.

Mr. Jeff Florin expressed his appreciation to Mr. Estes who assisted the HRTPO in the past several months as VDOT’s Acting Hampton Roads District Administrator.

Hampton Roads Crossing

Mr. Dwight Farmer, HRTPO Executive Director, reported HRTPO staff conducted an analysis on bonding capacity in order to potentially leverage HB2313 funds and used the Patriots Crossing, a $3.5 billion project, for illustrative purposes.

Mr. Farmer stated that different toll amounts will generate various revenues and explained there is a threshold at which a project could be tolled because volumes will drop off and negatively impact revenues.

The following three scenarios were utilized in the analysis:

A. Use $1 billion regional bond proceeds with $1, $2, and $3 toll rates. Tolls did not cover the debt service.

B. Use $750 million regional bond proceeds and $750 million State contribution with $1, $2, and $3 toll rates. The $3 toll rate covered the debt service.

C. Use $700 million regional bond proceeds, $700 million (20%) State contribution, and $700 million (20%) Federal contribution with $1, $2, and $3 toll rates. The $2 toll rate covered the debt service.

Mr. Farmer stated HRTPO staff studied congestion impacts by calculating volume/capacity by applying different toll rates to the harbor crossings with expanded capacity over the next 20 years. Results indicated that a $2 toll rate almost solves the capacity issue at the Hampton Roads Bridge Tunnel (HRBT) and eliminates congestion from the Monitor Merrimac Memorial Bridge Tunnel (MMMBT).

Mr. Miller asked whether the model considered the impact of the Downtown/Midtown Tunnel and the Route 460 project. Mr. Farmer replied affirmatively.

Mr. Miller inquired as to a dollar number consideration regarding the provision in the Downtown/Midtown PPTA that relates to additional facilities and toll rates. Mr. Farmer replied the $2 toll rate balances the entire system.
Mr. Miller commented the scenarios presented would represent $1,000 out of the commuters’ pockets.

Mr. Ellis asked if the tolling analysis would be implemented on a 24/7 basis or only during peak hours through congestion pricing. Mr. Farmer replied the tolls would be implemented on a 24/7 basis for 60 years.

Delegate Stolle asked whether congestion pricing was researched. Mr. Farmer replied the FHWA would more than likely require some sort of congestion pricing and indicated the next agenda item would provide more information on the topic.

Mayor Krasnoff asked if the widening of I-664 would be included in the proposed Patriots Crossing project. Mr. Farmer replied the Third Crossing is separated into three distinct segments: the Patriots Crossing, I-664 Widening, and the Craney Island Connector.

Mayor Krasnoff inquired as to the timeline to potentially re-score project priorities. Mr. Farmer recommended the Board provide a clear message on a preferred alternative for a Hampton Roads Crossing to the CTB at the June HRTPO meeting.

(Delegate Watson departs)

Ms. Bunting stated it was her understanding that a two dollar toll would remove the need for additional capacity until the year 2030 and asked for clarification. Mr. Farmer replied congestion pricing is an interim solution which would solve severe congestion problems while only tolling vehicles for four to six hours a day.

Mr. Kilpatrick stated the analysis of the staff scenarios for the region is beneficial in determining how best to manage traffic in and out of Hampton Roads. He cautioned the Board however, that the region’s two main crossings, the MMMBT and the HRBT westbound tube are 25 and 56 years old, respectively. The HRBT tube will soon need more expensive rehabilitation which will then impact traffic.

(Mayor Sessoms departs)

Ms. Bunting asked for the completion date for the Route 460 project and how the completion of the project would impact congestion in the region. Mr. Farmer replied that Route 460 is scheduled to be complete in November 2018 and should make a noticeable difference in the congestion levels at the HRBT.

Mr. Farmer asked the CTB members for guidance on when the Board should provide its preferred alternative to the State. Mr. Layne replied the HRTPO Board has a couple of months to deliberate.

Mr. Robert Middaugh asked whether VDOT planned to conduct another analysis of the HRBT. Mr. Kilpatrick replied he is directing his staff to study a six lane concept of the HRBT within the framework of the construction of Patriots Crossing. He also has staff preliminarily researching congestion pricing.
Congestion Pricing

Mayor Ward stated the implementation of congestion pricing can eliminate the need to build extra capacity and solve severe congestion issues simultaneously by utilizing tolls during peak hour traffic times.

Mr. Farmer presented an eight minute video to the Board narrated by a University Professor in Stockholm, Sweden regarding the implementation of congestion pricing in Stockholm and the immediate positive impact that occurred.

(Mayor Hunt departs)

Planned Update to Project Prioritization List Scores

Mr. Farmer stated HRTPO staff will need direction from the HRTPO Board in June on how to update the projects utilizing the HRTPO Board-approved Prioritization tool.

Old/New Business

Captain David Culler reported that Ms. Wendy Vachet would be leaving the Navy for a position in the private sector. He commended her on an outstanding job supporting the military in the region.

Adjournment

With no further business to come before the Hampton Roads TPO, the meeting adjourned at 1:50 p.m.
# STATEMENT OF REVENUES AND EXPENDITURES

**HRTPO**  
**FISCAL YEAR 2013**  
**4/30/2013**

## REVENUES

<table>
<thead>
<tr>
<th>Source</th>
<th>Annual Budget</th>
<th>Current Month</th>
<th>YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>VDOT-PL SEC 112 FEDERAL</td>
<td>2,107,317</td>
<td>423,806</td>
<td>1,360,349</td>
</tr>
<tr>
<td>VDOT-PL SEC 112 STATE</td>
<td>275,378</td>
<td>52,976</td>
<td>170,044</td>
</tr>
<tr>
<td>VDOT-PL SEC 112 LOCAL</td>
<td>275,378</td>
<td>52,976</td>
<td>170,042</td>
</tr>
<tr>
<td>VDOT CMAQ Grant</td>
<td>1,013,374</td>
<td></td>
<td>133,922</td>
</tr>
<tr>
<td>VDOT CMAQ Grant (STATE)</td>
<td>152,593</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HRT MATCH</td>
<td>25,000</td>
<td>4,818</td>
<td>14,149</td>
</tr>
<tr>
<td>WAT MATCH</td>
<td>12,500</td>
<td>7,326</td>
<td>7,326</td>
</tr>
<tr>
<td>STATE PASS-THROUGH</td>
<td>37,500</td>
<td></td>
<td>9,331</td>
</tr>
<tr>
<td>FEDERAL PASS-THROUGH</td>
<td>300,000</td>
<td></td>
<td>74,647</td>
</tr>
<tr>
<td>VDRPT 5303 FEDERAL</td>
<td>231,223</td>
<td></td>
<td>104,458</td>
</tr>
<tr>
<td>VDRPT 5303 STATE</td>
<td>28,903</td>
<td></td>
<td>13,057</td>
</tr>
<tr>
<td>VDRPT 5303 LOCAL</td>
<td>28,903</td>
<td>16,476</td>
<td>29,450</td>
</tr>
</tbody>
</table>

**Total Revenue**  
4,488,069  
558,378  
2,086,776

## EXPENSES

<table>
<thead>
<tr>
<th>Category</th>
<th>Annual Budget</th>
<th>Current Month</th>
<th>YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERSONNEL</td>
<td>2,504,591</td>
<td>169,349</td>
<td>1,796,979</td>
</tr>
<tr>
<td>CONTRACTUAL</td>
<td>111,413</td>
<td></td>
<td>5,533</td>
</tr>
<tr>
<td>SPECIAL CONTRACTS</td>
<td>24,421</td>
<td>250</td>
<td>134,312</td>
</tr>
<tr>
<td>OFFICE SERVICES</td>
<td>317,696</td>
<td>4,808</td>
<td>75,423</td>
</tr>
<tr>
<td>PASS THROUGH EXPENDITURES</td>
<td>1,038,467</td>
<td>121,441</td>
<td>214,751</td>
</tr>
<tr>
<td>INDIRECT COSTS</td>
<td>491,481</td>
<td>36,812</td>
<td>328,576</td>
</tr>
</tbody>
</table>

**Total Expenses**  
4,488,069  
332,660  
2,555,574

**AGENCY BALANCE**  
-  
225,717  
(468,797)
May 23rd, 2013

Dwight L. Farmer, P.E.
Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

Re: Request to Amend the FY2012-2015 TIP and Re-Allocation of FY2017-2019 CMAQ Funds

Dear Mr. Farmer,

In consultation with both HRTPO and VDOT-Fredericksburg District staff, I am respectfully requesting to amend the FY2012-2015 TIP in order to perform the following transfers of funds:

- Transfer $495,703 in Surplus Previous Fiscal Year RSTP funds (to include state matching funds) from 2 projects located in Gloucester County to UPC T9126 – Bus Replacement and Rebuild for Hampton Roads Transit (HRT) (HRTPO staff has coordinated this proposed transfer with HRT staff).
- Transfer $495,703 in FY2014 CMAQ funds (to include state matching funds) from UPC T9126 – Bus Replacement and Rebuild for HRT to UPCs 100624 and 100625 – Bike/Pedestrian Improvements on Rte 1216 Hayes Road and Rte 216 Guinea Road in Gloucester County in order to begin Preliminary Engineering on these two projects. (HRTPO staff has coordinated this proposed transfer with HRT Staff).

We believe this transfer to be mutually beneficial to both Gloucester County and HRT. It allows the immediate re-obligation of surplus RSTP funds; it provides additional funding to accelerate project development on two priority projects in Gloucester County; and it also alleviates concerns of many of the HRTPO jurisdictions regarding making any additional projects RSTP eligible that were not already allocated RSTP funds through the approved selection process.

Additionally, I would like to request the re-allocation of FY2017-2019 CMAQ funds currently allocated to UPCs 100624 and 100625 mentioned above. There are three transfers we would be proposing:
- Transfer $60,224 in FY2017 CMAQ from UPC 100625 to UPC 100624.
- Transfer $60,223 in FY2018 CMAQ from UPC 100625 to UPC 100624.
- Transfer $495,703 in FY2019 CMAQ from UPC 100625 to UPC 70714 – HRTPO CMAQ Reserve Balance Entry.

The first two transfers are requested due to the fact that UPC 100624 is of a higher priority to Gloucester County versus UPC 100625 and we would like to ensure this project is fully funded in the Six Year Improvement Program without removing too great an amount of funds from any one year of UPC 100625. The third transfer is in consideration of Gloucester County being able to receive FY2014 CMAQ funds to advance project development on two of its projects. We propose transferring the same amount that our projects would be receiving in CMAQ back into the HRTPO CMAQ reserve in FY2019 to be made available to the other eligible projects.

We respectfully request to have this placed on the June 2013 TTAC Agenda for review and consideration. I would especially like to thank Mike Kimbrel and the HRTPO staff and Keisha Branch of HRT for their assistance and cooperation in formulating this proposal and also thank Jason Robinson from VDOT for his work in preparing this request on behalf of Gloucester County. The above mentioned transfers are also included in the attached spreadsheet which outlines the transfers in more detail.

Thank you for your time and consideration of Gloucester County's request and if there are any questions regarding this request, please do not hesitate to contact me or Mr. Jason Robinson with the Programming & Investment Management Section of VDOT-Fredericksburg District at 540-372-3597.

Sincerely,

Anne Ducoey-Ortiz, AICP
Gloucester County – Director of Planning

Cc: Brenda Garton, Gloucester County Administrator
Carter Borden, Gloucester County Board of Supervisors, HRTPO Representative
Mike Kimbrel, HRTPO Principal Transportation Engineer, HRTPO
Camelia Ravanbakht, PhD, Deputy Executive Director, HRTPO
Allison Richter, VDOT-Fredericksburg ADA for PIM & Business
Craig Van Dussen, VDOT-Fredericksburg Planning Director
Sean Trapani, VDOT-Fredericksburg, Saluda Residency Administrator
Jason Robinson, VDOT-Fredericksburg, Programming
May 29, 2013

Dwight L. Farmer, P.E.
Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

RE: TIP Amendment – Return of CMAQ Funds from UPC 83462 Airport Road Bicycle Improvements and UPC 71616 Ironbound Road (Rt. 615) Corridor Improvements to CMAQ Reserve and Allocation of Funds from CMAQ Reserve to UPC 102947 Richmond Road/Route 199 West Ramp and UPC 102944 Centerville/News Road

Dear Mr. Farmer:

James City County was allocated $23,920 in Congestion Mitigation and Air Quality (CMAQ) funds and $5,980 in state match funds for a shoulder bikeway along Airport Road (UPC 83462). There have been no expenditures on this project. The County was also allocated $3,113,918 in CMAQ funds requiring a 20% local match for engineering and construction of a shoulder bike lane along Ironbound Road (UPC 71616). After expenditures, $3,024,782 in CMAQ funds remain on the project.

Due to changes in FHWA minimum design standards for bike lanes and additional right-of-way constraints, the cost of these projects increased beyond the County’s initial applications and the County has cancelled the projects.

In accord with TPO practice and procedure the County is returning prior year CMAQ funds and State Match funds from the two cancelled projects to the CMAQ Reserve as follows:

<table>
<thead>
<tr>
<th>Project</th>
<th>CMAQ</th>
<th>Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>UPC 83462 – Shoulder Bikeway along Airport Road</td>
<td>$23,920</td>
<td>$5,980 (State Match)</td>
</tr>
<tr>
<td>UPC 71616 Ironbound Road (Rt. 615) Corridor Improvements</td>
<td>$245,680</td>
<td>$61,420 (Local Match)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$269,600</strong></td>
<td><strong>$67,400</strong></td>
</tr>
</tbody>
</table>

On August 14, 2011, the James City County Board of Supervisors discussed identifying projects needing action or cancellation and how to best consolidate funding to advance projects that best align with Board of Supervisor's priorities. The Board of Supervisors endorsed the following priorities: 1) Fully funding and advancing UPC 102947 Richmond Road/Route 199 West Ramp; (2) Fully funding and advancing UPC 102944 Centerville Road/News Road; and (3) Advancing and fully funding PE and RW for UPC 102980 Route 60 Multimodal Corridor.
UPC 102947 Richmond Road/Route 199 West Ramp will add dedicated right and left turn lanes from the Route 199 West Ramp onto Route 60 Richmond Road. In recent conversations with VDOT, they have indicated their ability to advance the PE portion of this project to FY13. VDOT has also confirmed that PE costs have increased from $80,000 to $200,000 and construction costs have increased from $545,000 to $695,000 and RW costs are still under review. Total project cost is currently estimated at $920,000.

UPC 102944 Centerville/News Road will improve visibility and add a right and left turn lane from Centerville Road onto News Road and a right turn lane from News Road onto Centerville Road. In recent conversations with VDOT, they have indicated their ability to advance the PE portion of this project to FY13. VDOT has also confirmed that PE costs have increased from $70,000 to $137,000 and that construction costs have increased from $325,000 to $708,000 and RW costs are still under review. Total project cost is currently estimated at $1,345,000.

To fully fund and advance the PE phase on UPC 1029447 and UPC 102944 to FY13, the County requests that total of $337,000 in prior funds be allocated to these projects from the CMAQ Reserve as follows.

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Prior Year CMAQ Funds</th>
<th>Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>UPC 83462</td>
<td>UPC 102947</td>
<td>$23,920</td>
<td>$5,980 (State Match)</td>
</tr>
<tr>
<td>UPC 71616</td>
<td>UPC 102947</td>
<td>$136,080</td>
<td>$34,020 (Local Match)</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$160,000</strong></td>
<td><strong>$40,000</strong></td>
</tr>
<tr>
<td><strong>Total to UPC 102947</strong></td>
<td></td>
<td><strong>$200,000</strong></td>
<td></td>
</tr>
<tr>
<td>UPC 71616</td>
<td>UPC 102944</td>
<td>$109,600</td>
<td>$27,400 (Local Match)</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$109,600</strong></td>
<td><strong>$27,400</strong></td>
</tr>
<tr>
<td><strong>Total to UPC 102944</strong></td>
<td></td>
<td><strong>$137,000</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>GRAND TOTAL OF TRANSFERS</strong></td>
<td></td>
<td><strong>$337,000</strong></td>
</tr>
</tbody>
</table>

The transfer, if approved, will leave a $0 balance in UPC 83462 Airport Road and a balance of $2,779,102 on UPC 71616 Ironbound Road (Rt. 615) Corridor Improvements. The County anticipates submitting requests to transfer funds in the amount of approximately $2,492,000 from the remaining balance on UPC 71616 in FY14 and FY15 to fully fund and advance PE and CN on UPC 102947 and UPC 102944 and to fully fund and advance PE and RW on UPC 102980 Route 60 Multimodal Corridor.

Current cost estimates, allocations, expenditures, and funds available for transfer associated with the affected project(s) have been confirmed with VDOT and/or coordinated with DRPT.

Thank you in advance for your consideration. Should you have any questions, please contact Paul Holt or Tammy Rosario at 757-253-6685.

Sincerely,

Allen J. Murphy, Jr.
Director of Development Management

AJM/bk
cc: Robert Middaugh, County Administrator, James City County
Camelia Ravanbakht, Ph.D., Deputy Executive Director, HRTPO
Michael Kimbrel, Principal Transportation Engineer, HRTPO
Sonya Hallums-Ponton, PMP, District Program Manager, VDOT
Paul Holt, Planning Director, James City County
May 29, 2013

Camelia Ravanbakht, Ph.D.
Deputy Executive Director
Hampton Roads Transportation Planning Organization
The Regional Building
723 Woodlake Drive
Chesapeake, VA  23320

Re: TIP Amendment – Hampton CMAQ Projects

Dear Dr. Ravanbakht:

The City of Hampton requests that the following transfers of funds TIP amendments be placed on the Transportation Technical Advisory Committee (TTAC) and Transportation Planning Organization (TPO) agenda for June 2013.

The City of Hampton currently has four CMAQ projects with surplus funds as outlined in the chart below. We also have four CMAQ projects that are short of funds - also outlined in the chart below. All four projects with surplus funds have been closed out, cancelled, or are at a point where final cost estimates have been prepared. All four projects with shortfalls are either under construction, have bids in place, or are ready to go to construction pending final plan approvals

At this time, we requesting that the surplus funds be re-allocated to the CMAQ reserve fund for the region. At the same time, we would like to re-allocate the money that we just transferred into the CMAQ reserve fund into the projects listed in the table below at the June 2013 meeting. Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected projects have been confirmed by VDOT’s Hampton Roads District.
<table>
<thead>
<tr>
<th>UPC</th>
<th>Description</th>
<th>Status</th>
<th>Amount</th>
<th>UPC</th>
<th>Description</th>
<th>Status</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>73234</td>
<td>Citywide CCTV Phase I</td>
<td>Construction Complete</td>
<td>$ 24,510</td>
<td>97717</td>
<td>Citywide Signal Retiming</td>
<td>Project Underway</td>
<td>$ 24,510</td>
</tr>
<tr>
<td>84330</td>
<td>Citywide AVL</td>
<td>Cancelled</td>
<td>$ 268,408</td>
<td>97717</td>
<td>Citywide Signal Retiming</td>
<td>Project Underway</td>
<td>$ 268,408</td>
</tr>
<tr>
<td>83362</td>
<td>Intersection Improvements at Coliseum &amp; Cunningham</td>
<td>Construction Complete</td>
<td>$ 161,861</td>
<td>83199</td>
<td>Intersection Improvements at Big Bethel &amp; HRCP</td>
<td>Bids Received</td>
<td>$ 29,873</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>84331</td>
<td>Citywide Wayfinding Signs</td>
<td>Final Design Under Review</td>
<td>$ 107,514</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>83200</td>
<td>Big Bethel/ Radford New Traffic Signal</td>
<td>Bids Received</td>
<td>$ 2,188</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>97717</td>
<td>Citywide Signal Retiming</td>
<td>Project Underway</td>
<td>$ 22,286</td>
</tr>
<tr>
<td>97718</td>
<td>Citywide Traffic Signal Upgrade</td>
<td>Design Complete</td>
<td>$ 78,501</td>
<td>97717</td>
<td>Citywide Signal Retiming</td>
<td>Project Underway</td>
<td>$ 78,501</td>
</tr>
</tbody>
</table>
Thank you for your assistance in this matter. If you have any questions, please feel free to contact me.

Sincerely,

Lynn E. Allsbrook, P.E.
Deputy Director of Public Works/City Engineer

Cc: Mary Bunting, City Manager
    Keith Cannady, Planning Manager
    John Yorks, Transportation Engineer II
    Mike Hodges, Engineering Manager
    Chris Swartz, VDOT Project Manager
    Tony Gibson, VDOT Urban Program Manager/Hampton Roads District
May 21, 2013

Dwight L. Farmer, Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

RE: FY 2012 – 2015 Transportation Improvement Program Amendments

Dear Mr. Farmer:

Sometime ago the City of Suffolk received $2,226,500.00 in Congestion Mitigation and Air Quality (CMAQ) funds for the purpose of performing signal control upgrades for various corridors throughout the City. Due to implementation of cost control measures and a favorable bidding climate at the time, the City of Suffolk completed the six upgrade projects with a remaining balance of $408,928.00.

Based on current preliminary engineering, right of way and construction cost estimates, for UPC’s 100607, 100604 and 98815, these projects are projected to have a funding short fall of approximately $410,000. The additional cost for these projects can be attributed to unanticipated right of way costs as well as additional costs related to construction cost increases and design fee increases.

The City of Suffolk has been working with the Virginia Department of Transportation (VDOT) to identify funding sources to cover these cost overruns with funds that can be transferred and obligated quickly to advance these projects to the construction phase. Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected projects have been confirmed with VDOT and/or coordinated with DRPT. At this time we are requesting that the surplus funds be re-allocated to the CMAQ reserve fund for the region. At the same time, we would like to re-allocate the money that we just transferred into the CMAQ reserve fund into the projects as described in the tables below at the June 2013 Transportation Technical Advisory Committee meeting.

Fund Sources:

<table>
<thead>
<tr>
<th>UPC</th>
<th>Project</th>
<th>Description</th>
<th>Amount</th>
<th>Funding Source</th>
<th>Funding Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>52370</td>
<td>U000-133-122</td>
<td>Rte. 58 Business Arterial Signal System</td>
<td>$87,000.00</td>
<td>CMAQ Federal</td>
<td>2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$194,820.00</td>
<td>CMAQ State</td>
<td>2007</td>
</tr>
<tr>
<td>52371</td>
<td>U000-133-121</td>
<td>Rte. 58 Arterial Signal System</td>
<td>$145,000.00</td>
<td>CMAQ Federal</td>
<td>2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$218,560.00</td>
<td>CMAQ State</td>
<td>2007</td>
</tr>
<tr>
<td>52372</td>
<td>U000-133-117</td>
<td>Rte 10 Arterial Signal System</td>
<td>$203,000.00</td>
<td>CMAQ Federal</td>
<td>2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$305,000.00</td>
<td>CMAQ State</td>
<td>2007</td>
</tr>
<tr>
<td>UPC</td>
<td>Project</td>
<td>Description</td>
<td>Amount</td>
<td>Funding Source</td>
<td>Funding Year</td>
</tr>
<tr>
<td>-------</td>
<td>---------</td>
<td>---------------------------------------</td>
<td>----------</td>
<td>----------------</td>
<td>--------------</td>
</tr>
<tr>
<td>52373</td>
<td>0460-133-120</td>
<td>Rte. 460 Arterial Signal System</td>
<td>$203,000.00</td>
<td>CMAQ Federal</td>
<td>2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$405,780.00</td>
<td>CMAQ State</td>
<td>2007</td>
</tr>
<tr>
<td>52381</td>
<td>0013-133-118</td>
<td>Rte. 13 Arterial Signal System</td>
<td>$58,000.00</td>
<td>CMAQ Federal</td>
<td>2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$1,985.00</td>
<td>CMAQ State</td>
<td>2006</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$197,435.00</td>
<td>CMAQ State</td>
<td>2007</td>
</tr>
<tr>
<td>52382</td>
<td>0337-133-119</td>
<td>Rte. 337 Arterial Signal System</td>
<td>$58,000.00</td>
<td>CMAQ Federal</td>
<td>2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$148,180.00</td>
<td>CMAQ State</td>
<td>2006</td>
</tr>
</tbody>
</table>

Proposed Funding Transfers:

**UPC 98815**

<table>
<thead>
<tr>
<th>FROM UPC</th>
<th>Project</th>
<th>Description</th>
<th>Amount</th>
<th>Funding Source</th>
<th>TO UPC</th>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>52371</td>
<td>U000-133-121</td>
<td>Rte. 58 Arterial Signal System</td>
<td>$68,951.00</td>
<td>CMAQ</td>
<td>98815</td>
<td>U000-133-338</td>
<td>Rte. 10/58 Godwin Blvd. Park &amp; Ride Lot</td>
</tr>
<tr>
<td>52381</td>
<td>0013-133-118</td>
<td>Rte. 13 Arterial Signal System</td>
<td>$9,943.68</td>
<td>CMAQ</td>
<td>98815</td>
<td>U000-133-338</td>
<td>Rte. 10/58 Godwin Blvd. Park &amp; Ride Lot</td>
</tr>
<tr>
<td>52382</td>
<td>0337-133-119</td>
<td>Rte. 337 Arterial Signal System</td>
<td>$47,511.00</td>
<td>CMAQ</td>
<td>98815</td>
<td>U000-133-338</td>
<td>Rte. 10/58 Godwin Blvd. Park &amp; Ride Lot</td>
</tr>
</tbody>
</table>

**UPC 100604**

<table>
<thead>
<tr>
<th>FROM UPC</th>
<th>Project</th>
<th>Description</th>
<th>Amount</th>
<th>Funding Source</th>
<th>TO UPC</th>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>52370</td>
<td>U000-133-122</td>
<td>Rte. 58 Business Arterial Signal System</td>
<td>$100,688.00</td>
<td>CMAQ</td>
<td>100604</td>
<td>0017-133-S42</td>
<td>Bridge Road &amp; Bennett’s Pasture Road Int Improvements</td>
</tr>
<tr>
<td>52372</td>
<td>U000-133-117</td>
<td>Rte. 10 Arterial Signal System</td>
<td>$43,539.00</td>
<td>CMAQ</td>
<td>100604</td>
<td>0017-133-S42</td>
<td>Bridge Road &amp; Bennett’s Pasture Road Int Improvements</td>
</tr>
</tbody>
</table>
UPC 100607

<table>
<thead>
<tr>
<th>FROM UPC</th>
<th>Project</th>
<th>Description</th>
<th>Amount</th>
<th>Funding Source</th>
<th>TO UPC</th>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>52372</td>
<td>U000-133-117</td>
<td>Rte. 10 Arterial Signal System</td>
<td>$1,035.00</td>
<td>CMAQ</td>
<td>100607</td>
<td>U000-133-S44</td>
<td>Portsmouth Boulevard Park &amp; Ride Lot</td>
</tr>
<tr>
<td>52373</td>
<td>0460-133-120</td>
<td>Rte. 460 Arterial Signal System</td>
<td>$97,655.00</td>
<td>CMAQ</td>
<td>100607</td>
<td>U000-133-S44</td>
<td>Portsmouth Boulevard Park &amp; Ride Lot</td>
</tr>
<tr>
<td>52381</td>
<td>0013-133-118</td>
<td>Rte. 13 Arterial Signal System</td>
<td>$19,605.32</td>
<td>CMAQ</td>
<td>100607</td>
<td>U000-133-S44</td>
<td>Portsmouth Boulevard Park &amp; Ride Lot</td>
</tr>
<tr>
<td>52382</td>
<td>0337-133-119</td>
<td>Rte. 337 Arterial Signal System</td>
<td>$20,000.00</td>
<td>CMAQ</td>
<td>100607</td>
<td>U000-133-S44</td>
<td>Portsmouth Boulevard Park &amp; Ride Lot</td>
</tr>
</tbody>
</table>

Thank you in advance for your consideration of this matter. If you should have any questions or concerns regarding this request, please call me at 757-514-7703.

Sincerely,

Sherry B. Earley, PE.
Engineering Manager
Department of Public Works
City of Suffolk

CC: Eric Nielsen, PE, Public Works, Director
Robert Lewis, PE, Traffic Engineer, Public Works
Camelia Ravanbakht, Ph.D., Deputy Executive Director, HRTPO
Michael Kimbrel, Principal Transportation Engineer, HRTPO
Sonya Hallums-Ponton, PMP, District Program Manager, VDOT
File
## FY 2014-2019 RSTP Allocations Per Final SYIP Figures Received on May 29, 2013

### As Approved at June 5, 2013 TTAC Meeting

<table>
<thead>
<tr>
<th>ID</th>
<th>Jurisdiction</th>
<th>Project Description</th>
<th>Current Phase</th>
<th>Planned FY - 19 Allocation</th>
<th>Planned FY - 24 &amp; Beyond</th>
<th>FY 14 - 19 Total CMAQ</th>
<th>FY 14 - 19 Total Project Allocations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Virginia Beach</td>
<td>Lynnhaven Pkwy/Reconstruction - Phase X</td>
<td>RW</td>
<td>$34,936,146</td>
<td></td>
<td>$177,741</td>
<td>$177,741</td>
</tr>
<tr>
<td>2</td>
<td>Suffolk</td>
<td>Route 337 - Nansemond Pkwy/Widen to 4 lanes</td>
<td>PE</td>
<td>$8,114,979</td>
<td></td>
<td>$1,000,000</td>
<td>$9,114,979</td>
</tr>
<tr>
<td>3</td>
<td>Norfolk</td>
<td>North Military Hwy &amp; Nolton Road Widening &amp; Improvement</td>
<td>RW</td>
<td>$19,164,134</td>
<td></td>
<td>$2,693,440</td>
<td>$21,878,574</td>
</tr>
<tr>
<td>4</td>
<td>Norfolk</td>
<td>North Military Hwy Widening &amp; Improvement - Lowery Rd to Northampton Blvd</td>
<td>RW</td>
<td>$19,304,669</td>
<td></td>
<td>$4,282,369</td>
<td>$23,587,028</td>
</tr>
<tr>
<td>5</td>
<td>Pasquotank</td>
<td>Whitley Creek Rd - Widen to 4-lanes (Alphus to SCU)</td>
<td>PE</td>
<td>$9,484,754</td>
<td></td>
<td>$1,458,288</td>
<td>$10,943,042</td>
</tr>
<tr>
<td>6</td>
<td>York Co.</td>
<td>Route 17 Widening</td>
<td>RW</td>
<td>$49,411,042</td>
<td></td>
<td>$2,700,000</td>
<td>$52,111,042</td>
</tr>
<tr>
<td>7</td>
<td>HRT</td>
<td>Light Rail Extension to Nansemond Station and Virginia Beach Oceanfront (AA/EIS/PE/FD/ROW)</td>
<td>PE</td>
<td>$15,000,000</td>
<td></td>
<td>$4,000,000</td>
<td>$19,000,000</td>
</tr>
<tr>
<td>8</td>
<td>Virginia Beach/HRT</td>
<td>Virginia Beach Transit Extension Study (AA/SDEIS/PE/FE)</td>
<td>PE</td>
<td>$1,099,838</td>
<td></td>
<td>$2,541,225</td>
<td>$3,640,063</td>
</tr>
<tr>
<td>9</td>
<td>Poquoson</td>
<td>Wythe Creek Rd - Widen to 5-lanes (Alphus to SCL)</td>
<td>PE</td>
<td>$9,418,754</td>
<td></td>
<td>$1,000,000</td>
<td>$10,418,754</td>
</tr>
<tr>
<td>10</td>
<td>York Co.</td>
<td>Route 17 Replacement Bridge Over So. Branch Elizabeth River</td>
<td>CN</td>
<td>$170,712,299</td>
<td></td>
<td>$484,393</td>
<td>$1,232,690</td>
</tr>
<tr>
<td>11</td>
<td>Hampton</td>
<td>Whitley Creek Road Widening</td>
<td>PE</td>
<td>$1,800,000</td>
<td></td>
<td>$1,896,900</td>
<td>$3,696,900</td>
</tr>
<tr>
<td>12</td>
<td>Newport News</td>
<td>Amtrak Station Relocation Project</td>
<td>PE</td>
<td>$2,303,686</td>
<td></td>
<td>$3,312,268</td>
<td>$5,615,954</td>
</tr>
<tr>
<td>13</td>
<td>Newport News</td>
<td>Atkinson Blvd - Construct New Road</td>
<td>PE</td>
<td>$3,976,284</td>
<td></td>
<td>$1,000,000</td>
<td>$5,076,284</td>
</tr>
<tr>
<td>14</td>
<td>Suffolk</td>
<td>U.S. Route 58 Bypass &amp; Godwin Boulevard Interchange Improvement</td>
<td>Not Started</td>
<td>$0</td>
<td></td>
<td>$1,000,000</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>15</td>
<td>Virginia Beach</td>
<td>Regional Signal Preemption Program</td>
<td>Not Started</td>
<td>$0</td>
<td></td>
<td>$13,000</td>
<td>$13,000</td>
</tr>
<tr>
<td>16</td>
<td>Isle of Wight Co.</td>
<td>Turner Greens and Route 12/32 Interaction improvements</td>
<td>Not Started</td>
<td>$0</td>
<td></td>
<td>$300,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>17</td>
<td>HRT</td>
<td>Purchase 45 forty foot replacement buses</td>
<td>Not Started</td>
<td>$0</td>
<td></td>
<td>$1,314,289</td>
<td>$1,314,289</td>
</tr>
<tr>
<td>18</td>
<td>James City Co.</td>
<td>Skiffes Creek Connector</td>
<td>PE</td>
<td>$10,000,000</td>
<td></td>
<td>$6,000,000</td>
<td>$16,000,000</td>
</tr>
<tr>
<td>19</td>
<td>James City Co.</td>
<td>Croaker Road Widening and Multi-Purpose Trail</td>
<td>PE</td>
<td>$94,211</td>
<td></td>
<td>$900,000</td>
<td>$994,211</td>
</tr>
<tr>
<td>20</td>
<td>James City Co.</td>
<td>Route 60 Multi-Modal Corridor Upgrade</td>
<td>Not Started</td>
<td>$0</td>
<td></td>
<td>$800,000</td>
<td>$800,000</td>
</tr>
<tr>
<td>21</td>
<td>Suffolk</td>
<td>Intelligent Transportation Systems (ITS) Upgrades</td>
<td>Not Started</td>
<td>$0</td>
<td></td>
<td>$15,000</td>
<td>$15,000</td>
</tr>
<tr>
<td>22</td>
<td>Suffolk</td>
<td>Nansemond Parkway &amp; Willey Road Intersection Improvement</td>
<td>Not Started</td>
<td>$0</td>
<td></td>
<td>$300,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>23</td>
<td>Virginia Beach</td>
<td>Centerville Tpke Widening &amp; Kempsville Rd to Indian River Rd</td>
<td>Not Started</td>
<td>$3,880,091</td>
<td></td>
<td>$4,456,552</td>
<td>$8,336,643</td>
</tr>
<tr>
<td>24</td>
<td>WATA</td>
<td>Administration and Operations Facility - Phase 1</td>
<td>Not Started</td>
<td>$0</td>
<td></td>
<td>$3,700,000</td>
<td>$3,700,000</td>
</tr>
</tbody>
</table>

### Totals

- **New Marks**: $24,256,106 + $27,400,828 + $27,400,828 + $27,400,828 + $27,400,828 + $27,400,828 + $27,400,828 + $27,400,828 = $161,410,246
- **Total CMAQ**: $24,256,106 + $27,400,828 + $27,400,828 + $27,400,828 + $27,400,828 + $27,400,828 + $27,400,828 + $27,400,828 = $161,410,246

*Previous allocation (FY 13 or earlier) includes all funding sources*

---

**Prepared by HRTAPO staff June 4, 2013**
<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>UPC</th>
<th>Project Description</th>
<th>Current Phase</th>
<th>Previous* Allocation (FY13 or Earlier)</th>
<th>Additional Previous Allocation (Federal)</th>
<th>Additional Previous Allocation (State Match)</th>
<th>FY - 14 Allocation</th>
<th>FY - 15 Allocation</th>
<th>FY - 16 Allocation</th>
<th>FY - 17 Allocation</th>
<th>FY - 18 Allocation</th>
<th>FY - 19 Allocation</th>
<th>Planned FY-20 &amp; Beyond</th>
<th>FY 14-19 Total CMAQ</th>
<th>Total Project Allocations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Hampton</td>
<td>97718</td>
<td>Citywide Traffic Signal Upgrade</td>
<td>PE</td>
<td>$860,070</td>
<td>$1,200,000</td>
<td>$0</td>
<td>$0</td>
<td>$2,060,070</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Isle of Wight Co</td>
<td>300541</td>
<td>Courthouse Highway and North Court Street Pedestrian Improvements</td>
<td>PE</td>
<td>$875,000</td>
<td>$375,000</td>
<td>$0</td>
<td>$0</td>
<td>$1,250,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Chesapeake, HRT</td>
<td>79111</td>
<td>Liberty Street Transit Improvements</td>
<td>PE</td>
<td>$39,440</td>
<td>$225,000</td>
<td>$0</td>
<td>$0</td>
<td>$264,440</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Portsmouth</td>
<td>98125</td>
<td>Portsmouth Signal Timing Improvements - Phase III</td>
<td>Not Started</td>
<td>$0</td>
<td>$120,000</td>
<td>$0</td>
<td>$0</td>
<td>$120,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Gloucester Co</td>
<td>98106</td>
<td>George Washington Memorial Highway Signal Timing Improvements</td>
<td>PE</td>
<td>$560,000</td>
<td>$370,000</td>
<td>$0</td>
<td>$94,000</td>
<td>$1,224,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 VPA</td>
<td>98108</td>
<td>Inter-Terminal Barge Service</td>
<td>PE</td>
<td>$4,462,834</td>
<td>$1,863,832</td>
<td>$1,863,832</td>
<td>$1,727,646</td>
<td>$8,190,480</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Virginia Beach</td>
<td>84166</td>
<td>Indian River Road Intersection Improvements at Kempsville Road</td>
<td>PE</td>
<td>$5,180,849</td>
<td>$640,000</td>
<td>$1,103,502</td>
<td>$1,527,851</td>
<td>$1,000,000</td>
<td>$3,631,353</td>
<td>$30,412,202</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 Newport News</td>
<td>98130</td>
<td>Newport News Signal Timing Improvements</td>
<td>Not Started</td>
<td>$0</td>
<td>$275,000</td>
<td>$0</td>
<td>$120,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 Chesapeake</td>
<td>300538</td>
<td>Chesapeake Intelligent Transportation Systems Improvements</td>
<td>PE</td>
<td>$1,000,000</td>
<td>$900,000</td>
<td>$0</td>
<td>$900,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 WATA</td>
<td>T10862</td>
<td>Miscellaneous Transit - Mounts Bay Route</td>
<td>Not Started</td>
<td>$0</td>
<td>$375,000</td>
<td>$0</td>
<td>$375,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 HRT</td>
<td>T9125</td>
<td>Miscellaneous Transit - Environmental Management Systems</td>
<td>CN</td>
<td>$300,000</td>
<td>$150,000</td>
<td>$0</td>
<td>$300,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 HRT</td>
<td>T9126</td>
<td>Transit Vehicles - Bus Replacement and Rehabilitation</td>
<td>CN</td>
<td>$5,812,360</td>
<td>$2,413,805</td>
<td>$1,144,285</td>
<td>$1,500,000</td>
<td>$6,303,167</td>
<td>$12,115,727</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 WATA</td>
<td>T9148</td>
<td>Miscellaneous Transit - Bus Replacement</td>
<td>Not Started</td>
<td>$2,386,000</td>
<td>$1,028,278</td>
<td>$1,486,722</td>
<td>$1,500,000</td>
<td>$6,303,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 Suffolk</td>
<td>30063</td>
<td>Harbour View Signalling Improvements</td>
<td>Not Started</td>
<td>$75,000</td>
<td>$1,000,000</td>
<td>$0</td>
<td>$925,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 Regionwide</td>
<td>300606</td>
<td>Hampton Roads Intelligent Transportation System Improvements</td>
<td>Not Started</td>
<td>$0</td>
<td>$900,000</td>
<td>$500,000</td>
<td>$500,000</td>
<td>$500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16 James City Co</td>
<td>82961</td>
<td>Monticello Avenue Intersection Improvements at Ironbound Road</td>
<td>RW</td>
<td>$1,654,330</td>
<td>$777,573</td>
<td>$117,459</td>
<td>$1,564,320</td>
<td>$3,218,650</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 Norfolk</td>
<td>98128</td>
<td>Norfolk Signal System Improvements - Phase IV</td>
<td>PE</td>
<td>$500,000</td>
<td>$140,000</td>
<td>$1,000,000</td>
<td>$1,460,000</td>
<td>$3,600,000</td>
<td>$4,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18 HRT</td>
<td>T14104</td>
<td>TRAFFIX Program</td>
<td>PE</td>
<td>$10,204,995</td>
<td>$973,123</td>
<td>$986,503</td>
<td>$986,503</td>
<td>$1,086,503</td>
<td>$1,086,503</td>
<td>$6,105,638</td>
<td>$16,310,633</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19 Portsmouth</td>
<td>98124</td>
<td>Portsmouth Signal Timing Improvements - Phase IV</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$132,000</td>
<td>$132,000</td>
<td>$132,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 Hampton</td>
<td>102865</td>
<td>Hampton Signal Upgrades - Phase IV</td>
<td>Not Started</td>
<td>$0</td>
<td>$55,000</td>
<td>$0</td>
<td>$55,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21 Isle of Wight Co</td>
<td>102951</td>
<td>Main Street Pedestrian Improvements</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$165,000</td>
<td>$165,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22 Gloucester Co</td>
<td>300624</td>
<td>Hayes Road Bicycle and Pedestrian Improvements</td>
<td>Not Started</td>
<td>$0</td>
<td>$196,874</td>
<td>$1,045,157</td>
<td>$1,242,031</td>
<td>$1,242,031</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23 Portsmouth</td>
<td>300602</td>
<td>Portsmouth Boulevard Intersection Improvements - Elmhurst Lane</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$75,000</td>
<td>$425,000</td>
<td>$900,000</td>
<td>$300,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24 Newport News</td>
<td>300598</td>
<td>Lee Hall Bus Transfer Center</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$200,000</td>
<td>$200,000</td>
<td>$200,000</td>
<td>$200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25 Newport News</td>
<td>300608</td>
<td>Newport News Intelligent Transportation System Upgrades</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$885,853</td>
<td>$1,345,853</td>
<td>$1,345,853</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26 Gloucester Co</td>
<td>300625</td>
<td>Guinea Road Bicycle and Pedestrian Improvements</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$200,000</td>
<td>$200,000</td>
<td>$200,000</td>
<td>$200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27 Norfolk</td>
<td>102950</td>
<td>Norfolk Signal Timing Improvements - Phase IV</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$300,000</td>
<td>$300,000</td>
<td>$300,000</td>
<td>$300,000</td>
<td>$600,000</td>
<td>$600,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 2
FY 2014-2019 CMAQ Allocations Per Final VIP Figures Received on May 29, 2013
As Approved at June 5, 2013 TTAC Meeting

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>UPC</th>
<th>Project Description</th>
<th>Current Phase</th>
<th>Previous(^a) Allocation (FY13 or Earlier)</th>
<th>Additional Previous Allocation (Federal)</th>
<th>Additional Previous Allocation (State Match)</th>
<th>FY - 14 Allocation</th>
<th>FY - 15 Allocation</th>
<th>FY - 16 Allocation</th>
<th>FY - 17 Allocation</th>
<th>FY - 18 Allocation</th>
<th>FY - 19 Allocation</th>
<th>Planned FY-20 &amp; Beyond</th>
<th>FY 14-19 Total CMAQ</th>
<th>Total Project Allocations</th>
</tr>
</thead>
<tbody>
<tr>
<td>28 Newport News</td>
<td>103036</td>
<td>Citywide Signal Retiming</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$100,000</td>
<td>$0</td>
<td>$900,000</td>
<td>$900,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29 VPA</td>
<td>103928</td>
<td>Green Operator (GO): Truck Replacement Program</td>
<td>Not Started</td>
<td>$0</td>
<td>$500,000</td>
<td>$500,000</td>
<td>$1,000,000</td>
<td>$500,000</td>
<td>$500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 James City Co.</td>
<td>102948</td>
<td>Route 199 &amp; Brookwood Dr</td>
<td>Not Started</td>
<td>$0</td>
<td>$50,000</td>
<td>$25,000</td>
<td>$125,000</td>
<td>$75,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31 VPA</td>
<td>103937</td>
<td>(GO): Ocean-Going Vessel Hybridization &amp; Fuel Switching Demo Project</td>
<td>PE</td>
<td>$500,000</td>
<td>$0</td>
<td>$1,000,000</td>
<td>$1,500,000</td>
<td>$500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32 Hampton</td>
<td>102867</td>
<td>Citywide Traffic Signal System Retiming (133 signals)</td>
<td>Not Started</td>
<td>$0</td>
<td>$471,941</td>
<td>$226,059</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33 Newport News</td>
<td>102724</td>
<td>Antrak Station Relocation</td>
<td>PE</td>
<td>$975,187</td>
<td>$6,302,964</td>
<td>$6,152,443</td>
<td>$4,563,768</td>
<td>$17,019,175</td>
<td>$17,894,362</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>34 James City Co.</td>
<td>102947</td>
<td>Route 199 West Ramp at Richmond Road</td>
<td>Not Started</td>
<td>$0</td>
<td>$411,722</td>
<td>$6,180</td>
<td>$139,000</td>
<td>$139,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35 Newport News</td>
<td>103059</td>
<td>Citywide Pedestrian Enhancements</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$250,000</td>
<td>$250,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>36 HRT</td>
<td>103074</td>
<td>Purchase Replacement Ferry</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$2,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>37 Popponesset</td>
<td>102999</td>
<td>Traffic Signal Upgrade</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$2,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>38 Suffolk</td>
<td>102919</td>
<td>Bridge Road Signal Coordination &amp; ITS Network</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$150,000</td>
<td>$1,100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>39 Portsmouth</td>
<td>103025</td>
<td>Signal System Citywide Upgrades</td>
<td>Not Started</td>
<td>$0</td>
<td>$1,000,000</td>
<td>$2,000,000</td>
<td>$500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40 HRT</td>
<td>T11777</td>
<td>Purchase 29 Twenty-nine Foot Replacement Buses</td>
<td>Not Started</td>
<td>$0</td>
<td>$908,000</td>
<td>$2,193,548</td>
<td>$3,625,000</td>
<td>$3,625,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>41 WATA</td>
<td>T11782</td>
<td>Purchase Five Replacement Trolleys</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$432,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>42 Hampton</td>
<td>102866</td>
<td>Cunningham Drive Sidewalk Project</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$420,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>43 Suffolk</td>
<td>102892</td>
<td>Shoulders Hill Road Bicycle &amp; Pedestrian Improvements</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$227,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>44 Virginia Beach</td>
<td>102972</td>
<td>First Colonial Road &amp; Laskin Road Intersection Improvements</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$1,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>45 Popponesset</td>
<td>102882</td>
<td>South Lawton Park Bike Path</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$295,300</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>46 Portsmouth</td>
<td>102885</td>
<td>Clifford/Bart/South Street Bike Boulevard</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>47 Suffolk</td>
<td>102990</td>
<td>Shoulders Hill Rd/Quanemond Pky/Wyatt N St Signal Coordination &amp; ITS Network</td>
<td>Not Started</td>
<td>$0</td>
<td>$1,641,029</td>
<td>$1,306,971</td>
<td>$1,641,029</td>
<td>$1,641,029</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>48 HRT</td>
<td>T11778</td>
<td>Purchase 41 Forty Foot Replacement Buses</td>
<td>Not Started</td>
<td>$0</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
<td>$3,398,333</td>
<td>$4,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>49 WATA</td>
<td>T11797</td>
<td>Purchase 7 CNG Replacement Buses</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$3,073,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50 WATA</td>
<td>T11780</td>
<td>Purchase 8 Diesel-Electric Hybrid Replacement Buses</td>
<td>Not Started</td>
<td>$0</td>
<td>$125,000</td>
<td>$125,000</td>
<td>$6,230,000</td>
<td>$6,230,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>51 Gloucester Co.</td>
<td>102929</td>
<td>Roaring Springs Bike Path &amp; Main St Sidewalk Gap Correction</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$462,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52 James City Co.</td>
<td>102924</td>
<td>Centerville Road &amp; News Road</td>
<td>Not Started</td>
<td>$0</td>
<td>$0</td>
<td>$120,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTALS**

$2,936,000 | $160,000 | $10,790,913 | $14,628,933 | $14,628,933 | $14,628,933 | $14,628,933 | $14,628,933 | $14,628,933 | $25,019,406 | $83,935,578 | $122,442,668

**NEW MARKS**

$2,936,000 | $160,000 | $10,790,913 | $14,628,933 | $14,628,933 | $14,628,933 | $14,628,933 | $14,628,933 | $14,628,933 | $25,019,406 | $83,935,578

\(^a\)Previous allocation (FY13 or earlier) includes all funding sources

Prepared by HRTPO staff June 4, 2013

Attachment 12-G
May 22, 2013

Mr. Dwight Farmer  
Deputy Executive Director, Transportation  
Hampton Roads Planning District Commission  
723 Woodlake Drive  
Chesapeake, VA 23320

SUBJECT: Transportation Improvement Program (HRT TIP Amendment Request): New Freedom Grand Awards

Dear Mr. Farmer:

Recently, the TDCHR Project Selection Committee (PSC) selected its seventh round of projects for the JARC and New Freedom Grants. The PSC recommended six (6) projects for federal funding. The recommended projects totaled $691,179.00. Three (3) of the recommended sub-recipients for the Grants are public entities. Conversely, three (3) of the recommended sub-recipients are private for-profit entities. However, all projects are consistent with the Hampton Roads Area Public Transit Human Services Transportation Coordinated Plan.

The selected projects were presented to the Operations & Oversight (O&O) Committee in May and subsequently approved. Attached please find a copy of the request to the O&O Committee that was presented for approval. The request delineates the recommended sub-recipients, proposed project type and project amounts.

As continuing to provide safe, affordable and coordinated public transportation service to the region is critical, we respectfully request an amendment to the current TIP to include the recommended grant cycle seven projects.

Thank you for your consideration of this TIP amendment request.

Sincerely,

Carla L. Brown  
DBE Program Manager

Cc: B. Singleton  
    K. Branch  
    J. Paulus
Request for Contracts Award
JARC & New Freedom Grants Cycle Seven

<table>
<thead>
<tr>
<th>Contract No.:</th>
<th>N/A</th>
<th>Title:</th>
<th>JARC/New Freedom Contract Awards</th>
<th>Price</th>
<th>JARC</th>
<th>$0.00</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>N/A</td>
<td></td>
<td>N/A</td>
<td>New Freedom</td>
<td>$691,179.00</td>
</tr>
</tbody>
</table>

**Acquisition Description:** Recommend Commission approval of Program of Projects to be funded by FTA apportionments remaining of FY2008, FY2009, FY2010, FY 2011 and FY2012; for Section 5316 (Job Access and Reverse Commute/JARC) and Section 5317 (New Freedom) for the Virginia Beach Urbanized Area. All recommended projects are derived from, and consistent with, the Hampton Roads Area Public Transit—Human Services Transportation Coordinated Plan adopted by Transportation District Commission of Hampton Roads (TDCHR) in April 2008, and as required by federal law and circulars. Approval of the selected projects will necessitate a TIP (Transportation Improvement Program) amendment by the Hampton Roads Transportation Planning Organization (HRTP) allowing the projects to be added to the current TIP. Since the proposed selected projects are not currently included in the TIP, the grant has been awarded but placed in a Category B status on the Program of Projects by FTA. This status allows awarding of the Grant while the required process is completed such as insuring projects are approved by the Operations and Oversight (O & O) Committee and an amendment to the TIP is approved.

**Purpose:** According to (Safe Accountable Flexible, Efficient Equity Act: A Legacy for Users (SAFETEA-LU), projects to be funded using JARC, New Freedom, and/or FTA Section 5310 funds must be “derived from” a locally-developed Coordinated Plan. Hampton Roads Transit (HRT) has been named by the Governor as the Designated Recipient of JARC and New Freedom funds for the Virginia Beach Urbanized Area, which includes both the HRT and Williamsburg Area Transit Authority (WATA) service areas. Eligible sub-recipients include public agencies, nonprofit organizations, and “operators of public transportation services.” This approval is the sixth in a series of funding cycles that have been considered by the Commission relating to these funds.

**Background:** The Hampton Roads Area Public Transit Human Services Transportation Coordinated Plan, also known as the “Coordinated Plan”, was developed through an extensive public involvement process that has included partnerships with the HRTP, WATA and the Virginia Department of Rail and Public Transportation (DRPT). Approximately 60 other public agencies and private organizations participated as Stakeholders throughout this process.
Project Selection: There were six (6) applications requesting the total of $2,035,212 in federal funds ($0 JARC; $691,179 New Freedom). It should be noted that HRT is re-programming $173,082.00 from an earlier funded project that is no longer applicable and can be used for real-time transit information for travelers both interagency and inter-jurisdictional. Because these funds will be re-programmed from an earlier funding project, the impact to JARC is negligible, thereby showing an available balance of $0 in FY2010, FY2011, and FY 2012 apportioned funds. Conversely, New Freedom has $691,179.00 available. This cycle will exhaust all available funds for HRT (current designated recipient) for JARC and New Freedom. DRPT will serve as the designated recipient under Moving Ahead for Progress in the 21st Century (MAP-21) per the Federal Public Transportation Act of 2012.

The Project Selection Committee (PSC) has recommended approval of six (6) New Freedom projects for a total of $ 691,179 as follows:

New Freedom
Black & White Cabs, Norfolk $ 144,979.00 FY11
Black & White Cabs, Virginia Beach $ 173,735.00 FY11
Senior Services of Southeastern Virginia $ 40,000.00 FY11
Hampton Roads Transit – Bus Transfer Center $ 9,633.00 FY11
Hampton Roads Transit – Bus Transfer Center $ 39,456.00 FY12
HRT Bus Transfer Total: $49,089.00
Guardian Angel Medical Transport, LLC $ 117,757.00 FY12
Norfolk Redevelopment & Housing Authority - $ 165,619.00 FY12
Total Funds Requested $691,179.00
Total Funds Available $691,179.00

* A brief description of recommended projects is attached at the end of this memo.

Cost/Funding: Each project sponsor must ensure that the required federal match (50% net operating, 20% capital or mobility management) will be available from local or non-DOT federal sources.

Next Steps: Following the recommended TDCHR approval, the Hampton Roads TPO is scheduled to release the recommended projects for public comment for proposed amendments to the current TIP. FTA has placed the grants in a Category B status on the Program of Projects which allowed for awarding of the Grant but no activity can be approved until all required steps are completed.

As the Designated Recipient of these two fund sources, HRT is responsible to ensure that the funds received are used in accordance with applicable FTA guidelines. A "sub-recipient agreement" template has been developed, based on models from DRPT and other agencies, and
is being required as a condition of all projects (other than HRT) that are awarded grant funds. In addition, FTA has approved HRT's "Program Management Plan," which sets forth a broad range of conditions and procedures for grant administration and compliance.

Recommendation: It is respectfully recommended that the O & O Committee recommend that the Commission approve the JARC and New Freedom applications for projects for the purposes and amounts indicated for Cycle Seven.
Descriptions of Recommended Projects:

**Black and White Cabs, Inc. of Norfolk**
Black & White Cabs, Inc. of Norfolk proposes replacement of five (5) wheelchair accessible taxicabs to provide on-demand passenger service for disabled riders in the City of Norfolk with addition service to Portsmouth as ordinance allows. Additional funding is requested to offset operational costs generated by labor and vehicle insurance.

**Black and White Cabs of Virginia Beach, Inc.**
Black & White Cabs, of Virginia Beach, Inc. proposes replacement of six (6) wheelchair accessible taxicabs to provide on-demand passenger service for disabled riders in the City of Norfolk with addition service to Portsmouth as ordinance allows. Additional funding is requested to offset operational costs generated by labor and vehicle insurance.

**Guardian Angel Medical Transport, LLC**
Guardian Angel Medical Transport, LLC submitted an application for grant funding to expand their transportation service to underserved senior and disabled clients in Northern Suffolk clients. The New Freedom funding will allow Guardian Angel, Inc to continue the same type of assistance to its specialized population via purchase of four (4) customized vehicles that are ADA-compliant. Guardian Angel will be better equipped to transport clients from their homes to medical and other miscellaneous appointments. Offering this program in the Northern Suffolk geographic area will create a value-added service. This program will expand client access which would have not existed before Guardian Angel.

**Hampton Roads Transit - Military Transfer Center**
Hampton Roads Transit proposes this capital project which will provide improvements to a bus transfer station at Military Circle Mall. The benefits realized from this project include improved customer services, increased customer satisfaction and convenience, and an overall improved experience.

**Norfolk Redevelopment and Housing Authority (NRHA) – Mobility Improvement Transportation program**
The NRHA applied for New Freedom grant funding to support the operating expenses associated with their current Transportation program that fosters independence. NRHA recognizing the interrelated nature of their mission, NRHA resolves to work to become a trusted partner that work collaboratively with key stakeholders and partners to assist residents in reaching the fullest potential. The New Freedom funding will be matched by the operating budget of NRHA, HOPE VI endowment fund, and HCV FSS grant. The New Freedom funds will enable NRHA to accomplish two objectives which are to improve the safety and mobility of residents participating in various employments related activities and to improve low-income
residents’ ability to obtain and maintain employment through the provision of reliable transportation. The success of the New Freedom program will be measured by the number and places of 2-way trips provided to each program participant, number of program participants engage in employment related activities, number of residents who obtained employment, and amount of income earned by employment. Program information will be tracked, recorded by the program coordinator, and reported to the Program Manager.

**Norfolk Redevelopment and Housing Authority (NRHA) – Mobility Improvement**

**Transportation program via increased Months of Service**

The NRHA applied for additional New Freedom grant funding to support the operating expenses associated with their current Transportation program that fosters independence. This will be accomplished by adding additional months of service, thus improving safety and mobility of older and disabled low income residents living in subsidized housing for four additional months.

**Senior Services of Southeastern Virginia – 10-Passenger**

The objectives of this project are identified in the Hampton Roads Area Public Transit – Human Services Transportation Coordinated Plan. Senior Services of Southeastern VA (SSSEVA) has provided transportation for seniors and their caregivers for the past 40 years. Senior Services project will provide service to go beyond ADA standards with door to door for the most fragile, severely disabled and isolated customers and for those outside of HRT 3/4 mile radius of any fixed route. The Senior Services of Southeastern VA applies for FTA Section 5317 New Freedom funds to Purchase of 10-passenger vehicle with wheelchair lift to enhance service to seniors age 60+ and persons with disabilities. The 10-passenger vehicle will increase Senior Services’ capacity to provide rides for adults with disabilities in Chesapeake, Norfolk, Portsmouth, Suffolk, and Virginia Beach. The project’s objectives are to improve interagency and inter-jurisdictional travel and services. The success of the program will be measured by the number of rides provided and person served.
May 22, 2013

Dwight L. Farmer, Executive Director/Secretary
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

SUBJECT: Transportation Improvement Program (HRT TIP Amendment Request): Re-Program previously approved JARC Funds

Dear Mr. Farmer:

Recently, the TDCHR Project Selection Committee (PSC) selected its seventh round of projects for the JARC and New Freedom Grants. In addition to receiving applications for its seventh round of projects for JARC and New Freedom Grants, the PSC received an additional request to re-program JARC funds allocated for Hampton Roads Transit (HRT)-Job Access Service Study in the amount of $173,082 to HRT’s proposed Real-time Traveler Information System. The Job Access Service Study was never conducted; therefore HRT requests the transfer of funding to a project of priority that they are ready to implement. The proposed Real-Time Transit information system will provide information to customers, which will subsequently improve interagency and inter-jurisdictional travel and services. The benefits realized from this project include improved customer services, increased customer satisfaction and convenience, and an overall improved travel experience for HRT riders.

As is customary with all applications, the project was presented to the TDCHR Operations & Oversight (O & O) Committee in May 2013 and subsequently approved. The request delineates the recommended revision to the sub-recipient, proposed project types, and project amount.

As continuing to provide safe, affordable, and coordinated public transportation service to the region is critical, we respectfully request an amendment to the current Transportation Improvement Program (TIP) to include the revision of HRT’s Job Access Service Study to HRT’s Real-time Traveler Information system.

Thank you for your consideration of this TIP amendment request.

Sincerely,

Carla L. Brown
DBE Program Manager

Cc: B. Singleton
    K. Branch
    J. Paulus
HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
FY 2013 AMENDED BUDGET
JUNE 20, 2013

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER AMENDED BUDGET</th>
<th>JUNE AMENDMENT</th>
<th>FINAL AMENDED BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>REVENUE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LJ Assess: Mbr Contributions</td>
<td>312,365</td>
<td>312,365</td>
<td>0</td>
</tr>
<tr>
<td>FHWA PL and State Match</td>
<td>2,392,266</td>
<td>2,392,266</td>
<td>0</td>
</tr>
<tr>
<td>FTA 5303 and State Match</td>
<td>288,522</td>
<td>288,522</td>
<td>100,000</td>
</tr>
<tr>
<td>VDOT SP&amp;R</td>
<td>58,000</td>
<td>58,000</td>
<td>0</td>
</tr>
<tr>
<td>FHWA CMAQ (HSR)</td>
<td>520,000</td>
<td>520,000</td>
<td>0</td>
</tr>
<tr>
<td>Virginia DRPT FTA and State Match</td>
<td>509,755</td>
<td>509,755</td>
<td>(100,000)</td>
</tr>
<tr>
<td>TOTAL REVENUE</td>
<td>4,080,908</td>
<td>1,029,755</td>
<td>3,051,153</td>
</tr>
</tbody>
</table>

| EXPENDITURES            |            |                |            |                |            |                |            |
| Personnel               | 2,504,591 | 2,504,591 | 0 | 2,504,591 | 2,504,591 | 0 | 2,504,591 |
| Standard Contracts      | 113,880   | 113,880 | 0 | 113,880 | 113,880 | 0 | 113,880 |
| Special Contracts       | 39,803    | 39,803 | 0 | 39,803 | 39,803 | 0 | 39,803 |
| Pass-Through Activity   | 1,029,755 | 1,029,755 | 0 | (100,000) | 929,755 | 929,755 | 0 |
| Operations              | 392,879   | 392,879 | 100,000 | 492,879 | 492,879 | 100,000 | 492,879 |
| TOTAL EXPENDITURES      | 4,080,908 | 1,029,755 | 3,051,153 | 0 | 4,080,908 | 929,755 | 3,151,153 |

| CHANGE IN FUND BALANCE |            |                |            |                |            |                |            |
|                       | 0 | 0 | 0 | 0 | 0 | 0 | 0 |