ITEM #25: CORRESPONDENCE OF INTEREST

A. LEAGUE OF WOMEN VOTERS OF SOUTH HAMPTON ROADS (LWVSHR) ADOPTS NEW POSITION ON TRANSPORTATION

Attached is an email, dated June 1, 2019, from Judith E. Brown, PhD, LWVSHR, to HRTPO Board Chair Thomas Shepperd and Vice-Chair John Rowe, regarding LWVSHR’s recently adopted position on transportation.

Attachment 25-A

B. HRTPO LETTER OF SUPPORT FOR VIRGINIA BEACH BUILD APPLICATION

Attached is a letter, dated June 7, 2019, from Mr. Robert A. Crum, Jr., HRTPO Executive Director, to Mr. Phillip D. Pullen, P.E., Virginia Beach City Engineer, expressing HRTPO support for the City’s BUILD Transportation Discretionary Grant Program Application for the Sandbridge Road – Nimmo Parkway Phase VII-A project.

Attachment 25-B

C. HRTPO LETTER OF SUPPORT FOR VIRGINIA BEACH BUILD APPLICATION

Attached is a letter, dated June 14, 2019, from Mr. Robert A. Crum, Jr., HRTPO Executive Director, to Ms. Elaine Linn, PLA, Virginia Beach Senior Planner, Bikeways and Trails, expressing HRTPO support for the City’s BUILD Transportation Discretionary Grant Program Application for the Virginia Beach Trail – Phase I project.

Attachment 25-C

D. FEDERAL TRANSIT ADMINISTRATION (FTA) AND FEDERAL HIGHWAY ADMINISTRATION (FHWA) APPROVAL LETTER OF THE HRTPO FY 2020 UNIFIED PLANNING WORK PROGRAM (UPWP)

Attached is a letter, dated June 27, 2019, from Ms. Kathleen Zubrzycki, Director, Office of Planning and Program Development, FTA, and Mr. Ivan Rucker, Statewide Planner and Freight Coordinator, FHWA, to The Honorable Thomas Shepperd, Jr., Chair, Hampton Roads Transportation Planning Organization (HRTPO), regarding FTA and FHWA approval of the HRTPO FY 2020 UPWP.

Attachment 25-D
From: Judith Brown [mailto:judithveansb@yahoo.com]
Sent: Saturday, June 01, 2019 1:21 PM
To: shepperd@yorkcounty.gov; rowell@portsmouth.va.gov
Cc: Robert A. Crum, Jr.; Martha Rollins
Subject: League of Women Voters -- new Position on Transportation

Chairman Shepperd and Vice-Chair Rowe,

The League of Women Voters of South Hampton Roads has recently adopted a new Position on Transportation - attached.

The League very much appreciated the presentations and help from HRTPO staff, as we developed this Position.

We look forward to continuing contacts with HRTPO members and staff in the months and years ahead.

Best wishes,
Judith E. Brown, PhD
Chair, Transportation Committee
League of Women Voters of South Hampton Roads
http://www.lwvshr.org
Our region and how we connect

Located in the southeast corner of the Commonwealth of Virginia, we live among fresh, brackish and salt waterways and wetlands. Most of us cross water several times a day, using bridges, tunnels and boats. We live with daily tides, and we see frequent coastal flooding with water backing up into our streets, even during normal high tides and rains. In some years, we experience Atlantic hurricanes.

Our region is made up of several independent cities and counties (each with its own commercial center, governing body, and zoning ordinances). We have universities, health complexes, railroads, shipyards, air fields, military installations, farmlands, beaches, parks, and deep-water ports. We have nearly two million residents, and we travel many times each week outside the city or county where we live. Our region thrives on visitors, for business and pleasure, from around the world.

Our vision for transportation in our region

• **Mobility:** All our residents and visitors will have real options for moving around, resulting in more options for where we live and where we go in our daily lives.

• **Accessibility:** All of us, including those of all ages and those with disabilities, will be able to reach work places, schools, businesses, senior centers, health services, government offices, libraries, places of worship, recreation, public lands, waterways, airports, and train stations. During hurricanes or other emergencies, all residents will have safe travel options for evacuation.

• **Connectivity:** Businesses will have multiple options for receiving and delivering their goods and services in the region. Individuals will be able to move seamlessly and safely among different transportation modes: walking or using bicycles, wheelchairs, scooters, buses, private vehicles, ride-hailing services, light rail, trains, ferries, long-distance buses, planes, and other modes yet to appear.
What is needed

Transportation planning
We call for regional planning organizations, as well as each city and county, to devote more weight, time, and resources to modes of transportation other than single occupancy vehicles, such as active transportation and public transit. We ask them to encourage multiple transportation modes, in order to improve mobility for all our residents, including the young, the old, those with disabilities, and the economically disadvantaged. We urge them to find even more ways to involve area residents, both as individuals and members of organizations, frequently and continuously in all planning and discussions.

We urge the governing bodies of local jurisdictions, planning commissions, the Virginia General Assembly, and the U. S. Congress to take seriously the changing patterns of sea levels, land use, zoning, commercial parking requirements, recurrent flooding during high tides and heavy rainfall, and their impact on our transportation.

We invite transportation planners, providers, and decision-makers to join us in using various modes of transportation as a part of our daily lives.

Transportation funding
Our region will continue to need funds from within and from without, but the types and sources of those funds are changing. For example, taxes on fossil fuels will play a less important role in the decades ahead. Our region has suffered adverse experience with Public-Private Partnerships (PPPs) for transportation projects; residents are concerned and hesitant to trust PPPs.

We call for clear definitions and realistic measures of the user fees, public subsidies, and private investments in all modes of transportation. For example, the costs to a business or an individual of owning and using a vehicle (including fees, tolls, fuel, taxes, maintenance and the value of the driver’s undivided attention time), must be compared with the costs and times for the same trips using other modes. We also need to know the costs to the public of our highways, streets, and parking facilities (including building, maintenance, operation, law enforcement, and pollution per person-mile traveled), compared with the costs of other modes of travel. Such costs should be weighed against the benefits, to all segments of the public and to the environment, of various transportation modes.

We remain concerned about transparency and broad public discussion of transportation projects and their funding. We encourage studies of funding mechanisms to achieve appropriate transportation funding, which can enhance social and economic justice for our region.

Adopted May 19, 2019 by the Annual Meeting of the LWVSHR

www.lwvshr.org
June 7, 2019

Mr. Phillip D. Pullen, P.E.
City Engineer
City of Virginia Beach
Municipal Center, Bldg. 2, Room 300
2405 Courthouse Drive
Virginia Beach, VA 23456

RE: Letter of Support for the Sandbridge Road – Nimmo Parkway Phase VII-A Project
2019 BUILD (Better Utilizing Investments to Leverage Development)
Transportation Discretionary Grant Program Application

Dear Mr. Pullen:

I am pleased to provide this letter of support for funding through the BUILD Program for the Sandbridge Road – Nimmo Parkway Phase VII-A project. As mentioned in your request letter dated June 22, 2018, the project includes construction of a two-lane road along Sandbridge Road from Sandpiper Road extending west 1.1 miles. The project removes the dangerous “S-curves” and raises the roadway elevation roughly four feet to remove the road from the floodplain. The elevated road will be passable during a 100-year flood event and also accounts for sea level rise. The project will also provide dedicated on-road bike lanes and a 10-foot wide shared-use path on the south side of the roadway. It represents the first phase of the Nimmo Parkway Phase II Corridor Improvements, which has limits from Sandpiper Road to Atwoodtown Road. The total cost of the project is $21.5 million, of which $18 million is requested in the City’s BUILD grant application.

The Sandbridge Road – Nimmo Parkway Phase VII-A project includes key safety and resilience improvements to fortify the only public roadway connection – and essential evacuation route – to and from the coastal Sandbridge community. The project will address recurrent flooding and will eliminate the need to detour traffic through the nearby Dam Neck Naval Base when flooding forces public road closures, thereby re-establishing security on the base. The project will also provide geometric improvements to the roadway removing several sharp, non-standard curves that are the site of frequent accidents.

The staff of the Hampton Roads Transportation Planning Organization (HRTPO) has reviewed the proposed project and found it to be consistent with the 2040 Long-Range Transportation Plan. Should this project be selected under the BUILD Transportation Discretionary Grant Program and sufficiently funded, it will be added to the Transportation Improvement Program.
Mr. Phillip D. Pullen, P.E.
June 7, 2019
Page 2

Should you need any additional information in support of this project, please contact me at (757) 420-8300.

Sincerely,

[Signature]

Robert A. Crum, Jr.
Executive Director

JVM/nb

Copy: David Hansen
Katie Shannon
June 14, 2019

Ms. Elaine Linn, PLA
Senior Planner, Bikeways and Trails
City of Virginia Beach
2154 Landstown Road
Virginia Beach, VA 23456

RE: Letter of Support for the Virginia Beach Trail – Phase I Project
2019 BUILD (Better Utilizing Investments to Leverage Development)
Transportation Discretionary Grant Program Application

Dear Ms. Linn:

I am pleased to provide this letter of support for funding through the BUILD Program for the Virginia Beach Trail – Phase I project. As mentioned in your request letter dated June 11, 2019, the project includes the construction of a 10-foot wide shared-use path within the former Norfolk Southern railroad right-of-way in the City of Virginia Beach. This shared-use path will attract active transportation recreational and commuter users such as bicyclists, pedestrians, wheelchair users, strollers, runners, and others to a safe, non-vehicular travel corridor.

The first phase, which is approximately 2.37 miles of the total 10.5 mile trail, connects multiple City Strategic Growth Areas between Witchduck Road and Lynn Shores Drive. Phase I focuses on underserved neighborhoods and development centers with high opportunity for usership. It will also provide two much needed pedestrian crossings: one across Independence Boulevard, the most highly trafficked corridor in the City, as well as a pedestrian bridge across Thalia Creek. The total cost for Phase I is approximately $12 million, of which $9.6 million is requested in the City’s BUILD grant application.

The staff of the Hampton Roads Transportation Planning Organization (HRTPO) has reviewed the proposed project and found it to be consistent with the 2040 Long-Range Transportation Plan (LRTP). Should this project be selected under the BUILD Transportation Discretionary Grant Program and sufficiently funded, it will be added to the Transportation Improvement Program (TIP).
Ms. Elaine Linn  
June 14, 2019  
Page 2

Should you need any additional information in support of this project, please contact me at (757) 420-8300.

Sincerely,

[Signature]

Robert A. Crum, Jr.
Executive Director

KG/nb

Copy:  David Hansen, City Manager  
Michael Kirschman, Director of Parks and Recreation  
Chad Morris, Parks and Recreation Planning, Design and Development Administrator  
Tara Reel, Transportation Planner  
Katie Shannon, Public Works/Engineering
June 27, 2019

The Honorable Thomas Sheppard Jr., Chair
Hampton Roads Transportation Planning Organization
c/o Robert Crum, Executive Director
Hampton Roads Planning District Commission
723 Woodlake Drive.
Chesapeake, Virginia 23320

Re: Approval of FY 2020 Final Unified Planning Work Program

Dear Chairman Sheppard:

The FY2020 Unified Planning Work Program (UPWP) for the Hampton Roads Transportation Management Area (TMA) that was developed and adopted by the Hampton Roads Transportation Planning Organization (HRTPO) on May 16, 2019, has been reviewed by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and is approved effective July 1, 2019.

Our authorization is subject to the availability of Federal funds for transportation planning activities in the TMA. The work is approved with effective dates of July 1, 2019 through June 30, 2020. The MPO may request funding for the program in accordance with established procedures.

Any questions concerning this approval action and use of FHWA program funds should be directed to Ivan Rucker, FHWA Virginia Division, at (804) 775-3350. Any questions concerning this approval action and the use of FTA program funds should be directed to Ryan Long, FTA Region III, at (215) 656-7051.

Sincerely,

Kathleen Zubrzycki
Director, Office of Planning and Program Development
Federal Transit Administration

cc: Ryan Long, FTA Region III
    Erik Stringfield, VDOT Hampton Roads District
    Marsha Fiol, VDOT Central Office

Digitally signed by
KATHLEEN E ZUBRZYCKI
Date: 2019.06.27 11:43:26 -04'00'

Digitally signed by
IVAN P RUCKER
Date: 2019.06.27 14:11:34 -04'00'

IVAN P RUCKER
Statewide Planner and Freight Coordinator
Federal Highway Administration