

ITEM #7: APPROVAL OF THE HRTPO CONSENT ITEMS

A. MINUTES

Minutes from the October 17, 2019 Concurrent HRTPO/HRTAC meeting are attached.

Attachment 7-A

RECOMMENDED ACTION:

Approve the minutes.

B. HRTPO FINANCIAL STATEMENT

The Statement of Revenues and Expenditures for the activities of September 2019 is attached. This statement reflects the financial status of the HRTPO as a whole.

Attachment 7-B

RECOMMENDED ACTION:

Accept the HRTPO Financial Statement.

Hampton Roads Transportation Planning Organization (TPO)

Board Summary Minutes of October 17, 2019

Held Concurrently with the Hampton Roads Transportation Accountability Commission

The Joint HRTPO and HRTAC Board Meeting was convened at 9:40 a.m. in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia. HRTPO Chair Tom Shepperd called the HRTPO Board meeting to order. He then welcomed the HRTAC Board to the meeting. HRTAC Chair Linda Johnson called the HRTAC Board meeting to order at 9:40 a.m. The following members of the HRTPO Board were in attendance:

HRTPO Voting Members in Attendance:

John L. Rowe, Jr. Chair (PO)
Donnie Tuck, Vice Chair (HA)
Rick West (CH)*
Ella Ward (Alternate, CH)
Barry Cheatham (FR)
Joel Acree (IW)*
Michael Hipple (JC)
McKinley Price (NN)
Kenneth Alexander (NO)
Herbert Green (Alternate, PQ)
Barry Porter (SH)

Linda Johnson (SU)
Robert Dyer (VB)*
Thomas Shepperd, Jr. (YK)
William Harrell (HRT)
Christopher Hall (VDOT)
Cathie Vick (Alternate, VPA)
Zach Trogdon (WATA)
Delegate David Yancey (GA)
Senator John Cosgrove (GA)
Delegate Chris Stolle (GA)

HRTPO Nonvoting Members in Attendance:

Amanda Jarratt (FR)*
J. Brent Fedors (GL)*
Mary Bunting (HA)
Randy Keaton (IW)
Cindy Rohlf (NN)
Chip Filer (NO)

Randall Wheeler (PQ)
Patrick Roberts (SU)
Tom Leahy (VB)*
Andrew Trivette (WM)
Neil Morgan (YK)
Terry Danaher (CTAC)
Michael Giardino (PAA)

Invited Participants:

Stephen Brich, VDOT Commissioner
Nicholas Donohue, Deputy Secretary of Transportation
Tom Inglima, Attorney Wilcox & Savage PC
Kevin Page, HRTAC Executive Director
Monty Mason, Senator

Frank Rabil (FR)
Jason Purse (JC)
Bob Baldwin (PO)
Captain Michael Moore (Navy)

HRTPO Executive Director:

Robert A. Crum, Jr.

HRTPO Voting Members Absent:

Phillip Bazzani (GL)
 Paul Freiling (WM)
 Jennifer Mitchell (DRPT)

Senator Mamie Locke (GA)
 Randall Burdette (VDA)

HRTPO Nonvoting Members Absent:

James Baker (CH)
 Scott Stevens (JC)
 Michael Johnson (SH)

Ivan Rucker (FHWA)
 Mark Flynn (FAA)
 Terry Garcia-Crews (FTA)

HRTPO Staff:

Mike Kimbrel
 Natalie Brown
 Sam Belfield
 Rob Case
 Andrea Gayer
 Kathlene Grauberger
 Logan Grimm
 Uros Jovanovic

Sharon Lawrence
 John Mihaly
 Kendall Miller
 Keith Nichols
 Jeff Raliski
 Dale Stith
 Theresa Brooks
 Joe Turner

*Denotes late arrival or early departure

Others Recorded Attending:

Judy Hinch, Earl Sorey (CH); Brian DeProfio (HA); Michael King (NAVY); Col Ed Vedder (Langley-Eustis); Robert Bowen (NAA); Caleb Smith (Congresswoman Luria); Dave Jenkins, Angela Hopkins, Bridjette Parker, Bryan Stilley, Jerri Wilson (NN); Thelma Drake, Amy Inman (NO); Shannon Glover (Portsmouth City Council); Sonya Hallums-Ponton, Eric Stringfield, Faizan Habib, Tim Haynam (VDOT); Bob Matthias (VB); Sheila Noll (YK); Sheldon Poe, Shane Royer (Veteran Reporters); Randolph Cook (SH); Leroy Bennett (SU); Drew Lumpkin (Senator Warner); Karen McPherson (McPherson Consulting); Mark Geduldig-Yatrofsky (Atlantisih.com); Chris Mills (WSP); Jake Fink (HNTB Corp); Margaret Rockwell (McGuireWoods Consulting); Doug Wilson (ERC); Lui Zukosky (RK&K); Lynn Coen, Jennifer Hodnett (HRTAC); Keith Cannady, Kelli Arledge, Cynthia Mulkey, Katherine Rainone, Matt Smith, Tiffany Smith, , Chris Vaigneur, Sheila Wilson (HRPDC Staff)

Mayor Mckinley Price asked for a moment of silence for former Delegate Alan Diamonstein.

Approval of Agenda

HRTPO Chair Thomas Shepperd asked for any additions or deletions to the HRTPO Board Agenda. Hearing none, Mayor John Rowe Moved to approve the agenda; seconded by Mayor Kenneth Alexander. The Motion Carried.

Chair Linda Johnson asked for any additions or deletions to the HRTAC Board Agenda. Hearing none, Mayor John Rowe Moved to approve the agenda; seconded by Mayor Kenneth Alexander. The Motion Carried.

Public Comment Period

There were no public speakers for the HRTPO Board.

Mr. Mark Geduldig-Yatrofsky addressed the HRTAC Board.

Mayor Robert Dyer arrives

9:43 a.m. HRTAC Board stands at ease.

HRTPO Briefings and Action Items

Mr. Tom Leahy arrives

Executive Director Report

Mr. Robert Crum, HRTPO Executive Director, directed the Board to his written report included in the agenda.

Election of HRTPO Board Officers

According to HRTPO Board Bylaws, the HRTPO Board election of officers is to take place during the first meeting after October 1st of each year. Mayor Kenneth Alexander, Nominating Committee Chair, stated the HRTPO Nominating Committee recommended Mayor John L. Rowe and Mayor Donnie Tuck for the positions of HRTPO Chair and Vice-Chair respectively, and recommended HRTPO Executive Director Robert A. Crum, Jr. for HRTPO Secretary.

Senator John Cosgrove Moved to elect Mayor John L. Rowe, Jr. and Mayor Donnie Tuck as HRTPO Chair and Vice-Chair, and Mr. Robert A. Crum, Jr. as Secretary. The Motion Carried.

Mr. Shepperd made parting comments of gratitude to the Board.

Mayor Rick West arrives

Employee Recognition

Mr. Crum recognized Mr. John Mihaly, HRTPO Principal Transportation Planner, for his five years of outstanding service to the HRTPO.

Mr. Crum recognized Mr. Keith Nichols, Principal Transportation Engineer and Mr. Sam Belfield, Senior Transportation Engineer, for their 20 years of outstanding service to the HRTPO.

Mr. Crum recognized Mr. Mike Kimbrel, Deputy Executive Director, for his 30 years of outstanding service to the HRTPO.

2020 Regional Legislative Report

Mr. Robert Crum, HRTPO Executive Director, reported that the 2020 Legislative Agenda had been drafted for HRTPO Board consideration and submission to the Hampton Roads Caucus of the General Assembly and the Hampton Roads Congressional Delegation. The 2020 Virginia General Assembly Session convenes January 8, 2020.

The following HRTPO priorities will be included in the 2020 Legislative Agenda:

- Continue to pursue Federal and State funding for the I-64 HRBT Expansion Project
 - Largest transportation project in Virginia's history at \$3.8 Billion
 - Majority of funding currently provided by HRTAC regional taxes
 - Project supports military (national security), Port (east coast economy), Emergency evacuation, and State tourism industry
- Request that the Commonwealth place priority on widening the 9-mile section of I-64 from Exit 234 (Route 199 – Lightfoot) to the James City County/New Kent County line.
 - Monies allocated to the I-64 corridor from the I-81 funding agreement should be prioritized for investment in this project
- Support increased funding to the Virginia SMART SCALE Program
 - Due to limited funding, SMART SCALE project selection is only conducted every two years
 - Last Statewide competitive pool included less than \$450 Million for entire State
 - By comparison, Hampton Roads is funding over \$5 Billion of Interstate Highway projects with regional funds through HRTAC
- Promote high-speed passenger rail service between Hampton Roads and Richmond, including projects of independent utility that improve travel times and reliability for the Southside and Peninsula corridors.

After discussion, Mr. Barry Cheatham Moved to approve the resolution; seconded by Mayor Robert Dyer. The Motion Carried.

The following items were included in the agenda as Consent Items:

- A. Minutes – July 18, 2019 HRTPO Board Meeting
- B. Minutes – September 19, 2019 Concurrent HRTAC/HRTPO Board Meeting
- C. HRTPO Financial Statement
- D. State of Transportation in Hampton Roads Study: Final
- E. FY 2018-2021 TIP Amendment Request: UPC 111788
I-264 West Off-Ramp Improvements at Ballentine Boulevard in Norfolk

- F. FY 2018-2021 TIP Amendment Request: UPC 111791
Route 171 Widening between Route 17 and Route 134 in York County
- G. FY 2018-2021 TIP Amendment Request: UPC 115512
Longhill Road Shared Use Path in James City County
- H. FY 2018-2021 TIP Amendment Request: UPC 115513
Carrollton Boulevard (Route 17) Crosswalks in Isle of Wight County
- I. FY 2018-2021 TIP Amendment Request: UPC 16314
Penniman Road/Government Road Improvements in York County
- J. FY 2018-2021 TIP Amendment Request: 11 Projects: HRT
- K. Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funding
Revision – Request to Transfer CMAQ Funding:
UPC 115374 Canon Boulevard and Old Oyster Point Road intersection
improvements in Newport News
UPC 115375 Oyster Point Road and Canon Boulevard intersection improvements
project in Newport News
- L. Regional Surface Transportation Program (RSTP) Funding Revision – Request to
Transfer RSTP Funding:
UPC 115517 Mt. Pleasant/Route 168 Interchange Project in Chesapeake
UPC 115423 George Washington Highway Widening Project in Chesapeake
- M. FY 2018-2021 TIP Revision: Request to Transfer CMAQ Funding: UPC 103928
Green operator truck replacement program – VPA
- N. FY 2018-2021 TIP Revision: Request to Transfer CMAQ Funding: UPC 115559
Denbigh Fringe Park & Ride improvements in Newport News
- O. FY 2018-2021 TIP Revision: Request to Transfer RSTP Funding:
UPC 50057 Ironbound Road Reconstruction in James City County
UPC 13496 Route 60 (Pocahontas Trail) Relocation in James City County
UPC 98810 Mooretown Road Corridor Study in James City County
UPC 98811 Longhill Road Corridor Study in James City County
- P. FY 2018-2021 TIP Revision: Request to Transfer RSTP Funding: UPC 17633
Richmond Road Multi-Use Trail in James City County
- Q. FY 2018-2021 TIP Revision: Request to Transfer RSTP Funding: UPC T22709
Victoria Boulevard Facility Upgrades – HRT
- R. FY 2021-2022 Transportation Alternatives (TA) Set-Aside Project Selection Process:
Project Proposals

Mr. Barry Cheatham Moved to approve the HRTPO consent items as written; seconded by Mr. Barry Porter. The Motion Carried.

10:03 am HRTPO Board stands at ease.

Mr. Brent Fedors arrives

10:04 am HRTAC Board called back to order

10:05 am HRTPO Board called back to order

I-64 Regional Express Lanes Update

Mr. Crum reported that during the July HRTPO Board meeting, the Board asked HRTPO and VDOT to analyze the Express Lanes network in two steps: VDOT Staff would evaluate how the network would work in 2025 and HRTPO Staff would evaluate, for the year 2040, how the Express Lanes would work compared to a scenario in which all new capacity was built as General Purpose lanes.

The HRTPO Analysis found that if the improvements along I-64 were built as all General Purpose lanes, there would be high levels of congestion by 2040.

Mr. Crum stated the staff conclusion was that to make the best use of the lanes we can build, the HRTPO analysis indicated that Express Lanes provided the best chance for good mobility for Hampton Roads residents and businesses.

Mr. Crum noted that VDOT Commissioner Brich would provide an overview of the needed improvements and costs.

Mr. Stephen Brich, VDOT Commissioner, briefed the Board on Improvement Elements on the Peninsula and Southside:

Peninsula Improvement Elements

- **Repurposing of HOV lane to HOT**
 - Toll gantries and equipment
 - Bollards
 - Signing and marking

- **East Bound (EB) Widening from Rip Rap Road**
 - Realign and replace bridge at LaSalle Avenue Loop Ramp
 - Realign Rip Rap Road and Settlers Landing Road Ramps
 - Replacement of the King Street and Hampton River Bridges
 - Rehab and Widen of Settler's Landing Bridge
 - Noise Walls
 - Right-of-way

- **WB Widening to Rip Rap Road from Settler's Landing**
 - Realign Settlers Landing Road Ramps
 - Replace King Street Bridge
 - Rehab and Widen Hampton River Bridge (required for replacement of EB Bridge), Settlers Landing Road, New Market Creek bridges
 - Noise Walls
 - Right of way

High level estimated cost for the Peninsula includes: *Preliminary Engineering, Right-of-Way, Construction, Construction Engineering Inspection, and Contingency* totaling between \$600 – \$650 million.

Vice-Chair Tuck stated with two lanes coming across the bridge then a third lane after Mallory Street, there is a possibility for congestion. He stated if a two-by-two is going to be created then the golf course will have to be considered.

Mr. Brich stated the Veterans Cemetery, Hampton University and the golf course will be considered. He stated creating a two-by-two will clear the congestion in the eastbound direction.

Vice-Chair Tuck asked for clarification of the sound walls which will block the view of the city.

Mr. Brich stated there are federal requirements that have to be worked through, and the view of the city will be taken into consideration at the discussion of the sound wall.

After discussion on the Peninsula improvement elements, Mr. Brich continued with the presentation.

Southside Improvement Elements

- **Repurposing of Existing Pavement**
 - Reconstruct shoulders
 - Signing and marking
 - Replace Tidewater and Chesapeake Boulevard bridges
 - Noise Walls

- **West Bound (WB) slip ramp at I-564**
 - Provides continuous managed lane

High level estimated cost for the Southside includes *Preliminary Engineering, Right-of-Way, Construction, Construction Engineering Inspection, and Contingency* totaling between \$170 – \$185 million.

Mr. Brich noted that unfortunately, VDOT was unable to complete the traffic and revenue analysis. He indicated the analysis should be completed before the December 12, 2019 HRTAC meeting.

Delegate David Yancey suggested a motion that the Master Tolling Agreement to be brought before the HRTAC Board at the December 12, 2019 meeting be pre-approved by the Commonwealth Transportation Board (CTB) prior to the December 12, 2019 meeting and provide clarity that HRTAC will be responsible for the funds.

Vice-Chair Tuck asked if all existing lanes will continue to be free.

Mr. Nicholas Donohue, Deputy Secretary of Transportation, advised that lanes which are not restricted will continue to be unrestricted for everyone to use. The general purpose lanes will always remain open and available to users at all times of the day.

Delegate David Yancey stated the purpose of the HRTAC was to guarantee that the money from the region will stay in the region to build projects. He stated HRTAC has the accountability of the tax payers' money to the projects they demand to be built or improved upon.

Mr. Donohue advised that the revenue will stay in the Region through a Master Tolling Agreement.

Mayor Alexander stated his concern about the resolution which calls for HRTAC to manage funds but the Commonwealth is issuing the debt versus HRTAC. He stated if the debt is being issued by the Commonwealth, management of the funding and operation should be by the Commonwealth.

Mr. Donohue advised that if the Commonwealth were to be the issuer of the debt they would need to be the ones to operate the express lanes. He stated any actions the Commonwealth takes on in the region will be under the terms of the Master Tolling Agreement and will be in place with HRTAC before tolls are put in place.

Mayor Alexander questioned if the Commonwealth is going to be responsible for the revenue, who prevents the revenue from going to other priorities that VDOT may have for other regions in the Commonwealth?

Mr. Donohue stated that several things are in place both constitutionally and statutorily and VDOT seeks to memorialize through the Master Tolling Agreement. Mr. Donohue said that he is here to execute a Master Tolling Agreement with this region that will be binding on both parties indicating how the revenue will be used without regard to who is imposing the toll.

Senator Cosgrove questioned that if the Commonwealth is the keeper of the tolls and the revenue, will the Commonwealth take a percentage in administration fees?

Mr. Donohue stated that VDOT would not take a percentage off the top; however, there will be certain collection costs.

Senator Cosgrove advised that every penny should be put to the best use in Hampton Roads.

HRTAC Chair Johnson suggested looking to the HRTAC financial advisors for advice. She stated the fourth bullet in the resolution which reads "*funding and operation of the express lanes network be managed by HRTAC*", she suggested it should say "*funding operation and use of toll revenue of the express lanes to be managed by HRTAC*".

Chair Rowe agreed.

Delegate Yancey stated that Mayor Alexander made good points and there is a lack of clarity where the money is going.

Chair Rowe called on Mr. Crum to address how the Resolution came about.

Mr. Crum stated that after the last meeting, HRTPO Chair Shepperd approached staff and thought it was appropriate to create a working committee to develop a recommendation that could be considered by the HRTPO Board on guiding principles that could be endorsed and relayed to HRTAC as they proceed with the execution of the Master Tolling Agreement.

Mr. Crum introduced the TPO working committee as Mr. Thomas Shepperd, York County; HRTAC Chair Linda Johnson, Suffolk; HRTPO Chair John Rowe, Portsmouth; Vice-Chair Donnie Tuck, Hampton; Ms. Courtney Doyle, Norfolk; Mr. Michael Hipple, James City County; Mayor Rick West, Chesapeake.

Vice-Chair Tuck made the following recommendations:

- The Committee recommends that the region endorse a consistent Express Lanes Network that begins on I-64 at Jefferson Avenue in Newport News, proceeds along I-64 through Bowers Hill in Chesapeake, and continues along I-664 to I-64 in the vicinity of the Hampton Coliseum. The Committee believes it is important to pursue the concept of a fully connected and consistent network to ensure the future needs of the region will be addressed.
- The Committee recommends that the Express Lanes Network be a consistent HOT-2 network, with one HOT lane and one part-time HOT shoulder lane where practical and necessary.
- To minimize impacts to the region's motorists, the Committee recommends that, wherever practicable, the roadways that make up the Express Lanes Network be restricted to HOT operation during peak traffic times and be open to all traffic outside of the restricted periods.
- The Committee recommends that funding and operation of the Express Lanes Network be managed by HRTAC.
- In consideration of policy recommendations to HRTPO, the Committee recommends that HRTAC consider the following items when developing the Master Tolling Agreement with VDOT:
 - Prioritize traffic throughput over revenue generation
 - Develop tolling approaches that mitigate impacts on Hampton Roads residents, including options that maximize revenue collection on weekends
 - Funding and operation of the Express Lanes Network be managed by HRTAC

The Express Lanes Working Committee recommends that the HRTPO Board take action to forward these recommendations to the HRTAC for consideration.

Vice-Chair Tuck stated that Chair Johnson made a recommendation to modify item number four of the resolution to read "*Funding, operation and the use of toll revenues of the Express*

Lanes Network to be managed by HRTAC directly or indirectly through the Master Tolling Agreement”.

Vice-Chair Tuck Moved to adopt the resolution as modified; seconded by Mr. Hipple. Chair Rowe then opened discussion on the resolution.

Mayor Alexander stated that traffic throughput should be a priority. He asked what the revenue generation would be as it can create a structural imbalance.

Chair Johnson stated there is a definition to both traffic throughput and revenue generation.

Mr. Kevin Page, HRTAC Executive Director, made a suggestion to modify the language to say *“prioritize traffic throughput over revenue generation where practicable”*. Mr. Page clarified throughput versus revenue generation as this terminology is used when the modeler is doing the modeling.

Mayor Alexander questioned if the Resolution is time sensitive and is there a reason that it is before the Board without the analysis.

Chair Rowe stated the Resolution feeds into the tolling agreement negotiations.

Mr. Randy Wheeler reported that the current long range financial plans include tolling as a part of a repayment schedule as this is a significant additional improvement to the network which will be paid for by toll revenue bonds.

Vice-Chair Tuck stated if the toll rate is so high and people are discouraged from using the HOT network, then there will not be congestion relief. He stated that the language in the resolution should indicate a rate where there will be congestion relief.

Delegate Stolle requested clarification on peak traffic times.

Vice-Chair Tuck stated that based on the hours of 6 a.m. to 8 a.m. and 4 p.m. to 6 p.m. we are not allowing for the other times that traffic backs up. He stated if traffic will be in all lanes outside of the peak hours, and we have not defined that, we are not allowing the opportunity for someone to get out of the traffic congestion and utilize the HOT lanes. Vice-Chair Tuck stated we need to determine what the peak period is.

Delegate Stolle suggested defining *peak period* and *rush hour* so there is not a contradiction within the resolution.

Mr. Crum suggested the language should be modified in the second line of item three to read *“during periods of high traffic or excessive traffic”*.

Chair Rowe stated that we should change the word *“peak”* to *“high volume traffic”*.

Mr. Shepperd stated he is concerned about adding more wording to the resolution as more definitions will have to be created. He stated HRTAC is responsible for management and operations.

Chair Johnson suggested crossing out item one that says “*prioritize traffic through revenue generation*”.

Mr. Hipple stated item one was placed in the resolution so that the concentration would not only be on revenue generation but also on balance throughput and revenue generation within the statement.

Mayor Alexander stated that he is in agreement with striking the language but replacing it with “*optimal congestion pricing*”.

Mr. Page stated he agrees with the language as this is the intended purpose of a managed lane network.

Mayor Alexander stated that he is offering this as a substitute language.

Mr. Shepperd asked for clarification on the language

Mr. Page stated when dealing with “*optimal congestion pricing*” there is a lot that occurs to maximize the ride quality and convenience of the HOT network. He stated the optimization of the network includes congestion pricing due to the inversion that occurs.

Mayor Alexander asked should the verb be “*optimize*” congestion pricing; that “*optimal*” is not a verb.

Chair Rowe stated that it should be changed to “*optimize*”.

Mayor Alexander asked Mr. Chip Filer to give the correct use of the word *optimize*.

Mr. Filer stated the correct way should be *prioritize optimal pricing*.

Mr. Barry Porter recommended using “*dynamic tolling*” which assumes, as traffic increases, the tolling should adjust to encourage people to use it or not. He suggests dynamic tolling should be in place all day.

Mr. Filer stated once optimal congestion pricing is added as bullet one, that would take care of peak and non-peak.

Mr. Page suggested to modify the last bullet, which is to strike *and* so that it will read; *funding, operation, and after and add the use of toll revenue*. At the very end add *and* and add *directly or indirectly through the Master Tolling Agreement*.

Mr. Brent Fedors stated HRTAC should keep the responsibility in this clause.

Mr. Donahue reaffirmed that the money will go to the Hampton Roads Bridge Tunnel (HRBT) and other projects that are identified by HRTAC. He stated that there will be a Master Tolling Agreement that will govern the use of toll revenues and will ensure the Commission’s and the region’s rights, roles and responsibilities with regard to how the money is used.

Chair Rowe acknowledged the thorough editing process and asked if everyone was comfortable with the edits. He then asked for a vote on the resolution and it was approved unanimously.

Delegate David Yancey Moved that the Master Tolling Agreement for the entire network with the Commonwealth Transportation Board's approval be brought to the Hampton Roads Transportation Accountability Commission (HRTAC) for agreement and finalization between HRTAC and the Virginia Department of Transportation (VDOT) at the December 12th meeting; seconded by Mr. Hipple. The Motion Carried

Mr. Donohue stated that the (CTB) has been briefed and they understand what is taking place.

Mayor Alexander stated that the 2020 General Assembly session starts January 8, 2020, and the Master Tolling Agreement should be back before the board in December.

Mr. Shepperd requested VDOT to provide an estimate at the December meeting of how much revenue will be generated. He asked how long the HOT lanes will operate within the region.

Delegate Yancey stated Mr. Shepperd made a good point and asked who will be controlling the tolls and monies and how they will be spent.

Chair Johnson suggest to have a joint meeting between the TPO and HRTAC on November 21, 2019.

Mr. Herbert Green Moved to approve the motion; seconded by Delegate Stolle. The Motion Carried.

Adjournment

With no further business to come before the Hampton Roads TPO, the meeting adjourned at 11:24 a.m.

John L. Rowe, Jr.
Chair

Robert A. Crum, Jr.
Executive Director/Secretary