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The Hampton Roads Region

The Hampton Roads region with more than 1.7 million residents is situated in the middle of the Eastern seaboard where the James, Nansemond and Elizabeth rivers pour into the mouth of the Chesapeake Bay. It is recognized as the 33rd largest Metropolitan Statistical Area (MSA) in the United States, eighth largest metro area in the Southeast United States and the second largest between Atlanta and Washington, DC. Six of the 10 largest population centers in the United States are located within 750 miles of Hampton Roads. Its location at the mouth of the Chesapeake Bay has long defined the economy and the culture, but it also creates unique challenges. While the many waterways contribute to commerce and the quality of life, they can also create logistical barriers.

Hampton Roads includes an intricate system of bridges, tunnels and ferries, which provide those much needed connections between places where people live, work, and recreate on both sides of the water.

Economic Base

The economic base consists of military installations and a diverse mix of industries, including shipping, defense-related industry, technology, tourism, service, manufacturing, and agriculture. Tourism, among these, provides unique attractions that set Hampton Roads apart, ranging from scenic beaches in Virginia Beach, to numerous cultural, recreational, and historic attractions in Williamsburg, Yorktown, and Jamestown.

Maritime and Freight Industries

Our ability to rapidly move both people and freight to and from the region and connect with the marketplace is fundamental to Hampton Roads' future competitiveness. Hampton Roads is also home to the world’s largest shipyard in Newport News and one of the busiest and fastest growing ports on the Eastern Seaboard.

Defense

Hampton Roads is a unique national asset, containing the largest concentration of federal activities anywhere in the country outside of Washington, D.C. The region, dubbed “Pentagon South” houses over 80 operations/facilities of 16 departments and agencies of the Executive Branch of the federal government including all five military services, which has 256,000 active and civilian personnel. It is home to the nation’s largest naval facility, provides primary air defense to our nation’s Capitol, homeland security to our port and seacoast, and a $14.6 billion economic impact to the Hampton Roads region and the Commonwealth. The region enjoys a lower unemployment rate relative to the rest of the nation, primarily because of the strong military presence. Dependable, efficient and cost effective travel to and from the Washington, D.C. area and general mobility is vital to defense operations and readiness.

Research and Technology

The Hampton Roads region is home to a burgeoning research and technology sector, comprising robotics, modeling and simulation, fabrication, and space travel. Bolstered by a diversity of higher education institutions, regional medical centers, and the second largest concentration of engineers in the country, such economic development spurs future innovation to the benefit not only of the region, but to the nation. Introducing high-speed rail would not only benefit a highly educated workforce, but facilitate the rapid exchange of ideas and innovation important to our region and nation within a global economy.

Tourism

Hampton Roads is home to major tourist destinations, including the Virginia Beach Oceanfront and the historic Williamsburg area, attracting nearly five million tourists annually. In addition, Hampton Roads serves as a gateway to North Carolina’s Outer Banks, an added tourist destination within the Hampton Roads economy.

Education

The region boasts 11 institutions of higher learning such as the College of William and Mary, Hampton University, Norfolk State University, Christopher Newport University, and Old Dominion University.
Fast Facts about the Hampton Roads Metropolitan Planning Area

- A population of 1.7 million people in 17 localities.
- 2,909 square miles of land.
- 1,226 bridges.
- An average commute time of 24 minutes, of which four-in-five people drive alone.
- 221,900 passengers boarded or departed Amtrak trains in Hampton Roads in 2015.
- 11 institutions of higher learning.
- The Port of Virginia is the 3rd largest on the East Coast.
- 1,300 miles of shared use paths, bike lanes, paved shoulders, wide sidewalks and trails.
The Hampton Roads Transportation System

Highway
VDOT and local cities build and maintain our local roads. The citizens of Hampton Roads drive approximately 40 million miles on the average day. The amount of roadway travel in Hampton Roads has changed only slightly over the last 10 years. For more information see hrtpo.org, hrtac.org, and virginiadot.org.

Public Transportation
HRT, WATA, and Suffolk Transit are the primary providers of public transportation in Hampton Roads. Local citizens of Hampton Roads make approximately 60 thousand trips on public transportation on the average weekday. This number includes ridership on regular and express buses, tourist and commuter vehicles, vanpools, and passenger ferries. Transit usage increased significantly between 2008 and 2012, but has decreased some since then.

The Tide light rail transit (LRT) line in Norfolk—the starter segment of a regional LRT system—was completed in 2011, connecting the Eastern Virginia Medical Center in Norfolk with Newtown Road at the Virginia Beach City Line. To augment the current operation, Hampton Roads Transit (HRT) is conducting analyses to extend light-rail to the Oceanfront, Naval Station Norfolk, Norfolk International Airport, and beyond. In addition, HRT is studying bus rapid transit (BRT) for the Peninsula. For more information see gohrt.com, gowata.org, suffolkva.us (keyword: transit), and hrtpo.org (keyword: public-transit).

Port and Freight Rail
The Port of Virginia—located primarily in Hampton Roads—ranks third in terms of volume handled by East Coast ports. In addition to bulk cargo such as coal, the port handles approximately 2.5 million 20-foot container equivalents (TEUs) annually. According to a recent study by the College of William and Mary, the Port of Virginia is responsible for 343,000 jobs across the Commonwealth. For more info, see portofvirginia.com and hrtpo.org (keyword: IMS).

Two Class I railroads—CSX and Norfolk Southern—serve Hampton Roads. They delivered roughly 40 million tons of coal to local ports in 2014, making Hampton Roads the largest coal port in the U.S. In addition, approximately one-third of general cargo passing through local ports is moved by rail. For more info, see csx.com and nscorp.com.
Passenger Rail
Amtrak serves Hampton Roads at its Williamsburg, Newport News, and Norfolk train stations. For more info see amtrak.com.

Planning is currently underway for a network of high-speed rail service between Washington, D.C. and the Southeastern United States. As part of this project, Hampton Roads would be connected to the high-speed rail network via a connection to Richmond. The Virginia Department of Rail and Public Transportation (DRPT) is investigating improved passenger rail service between Richmond and Hampton Roads, better connecting us to the rest of the country. For more info, see hrtpo.org (keyword: high-speed passenger rail).

Air Travel
Norfolk International and Newport News/Williamsburg International airports serve Hampton Roads with approximately 2 million passengers boarding per year. Due to changes in the airline industry, the number of passengers at these and other regional airports around the country has decreased since 2005.

Transportation Alternatives
In Hampton Roads, commuting alternatives are promoted by TRAFFIX, a cooperative public service providing ridesharing, van leasing, telecommuting, and guaranteed ride programs. Established in 1995, TRAFFIX tries to reduce the amount of local auto travel. TRAFFIX has assisted in the development of dedicated Park and Ride lots, established express bus service to Naval Station Norfolk, and worked with employers (large and small) to establish transportation programs that encourage the use of alternate modes when commuting to work. For more information, go to traffixonline.org or call 1-800-700-RIDE (7433).

Active Transportation
Citizens using active transportation—walking, biking, etc.—improve their health while getting where they need to go. Hampton Roads has an extensive network of multi-use sidewalks and paths. The HRTPO is facilitating connections to the 50-mile Virginia Capital Trail running currently from Richmond to Jamestown. In addition, staff is developing an Active Transportation (AT) Plan for Hampton Roads. For more AT info, visit the HRTPO Active Transportation page on Facebook or see hrtpo.org (keyword: active-transportation).
What is Transportation Decision Making?

Transportation has a direct effect on each resident of Hampton Roads. Without transportation, we would stay in one spot trying to survive on food we could grow or catch using tools we made ourselves. Using transportation, many are able to work, trading their services for the services of others via the marketplace. Even one who never leaves the home needs goods—such as food and clothing—and services—such as police and fire—which move on the region’s transportation system.

Because transportation is critical to Hampton Road’s economic vitality and your quality of life, the Hampton Roads Transportation Planning Organization (HRTPO) wants to provide you with opportunities to participate in the transportation decision making process. This guide will help you understand that process, in simple English.

Transportation decision making is the process of evaluating candidate transportation projects and services, and then choosing the best one based on cost, human interaction, safety, maintenance, and economic development.

Who Makes Transportation Decisions for Hampton Roads?

Transportation decisions in Hampton Roads are made by several entities:

- Commonwealth Transportation Board (CTB), governing body for VDOT and DRPT (see ctb.virginia.gov)
- Hampton Roads Transportation Planning Organization (HRTPO) (See hrtpo.org)
- Hampton Roads Transportation Accountability Commission (HRTAC) (See hrtac.org)
- Transportation District Commission of Hampton Roads (TDCHR), HRT’s governing body (See gohrt.com)
- Williamsburg Area Transport Authority (WATA) Board (Seegowata.org)
- Cities and counties of Hampton Roads (See their individual websites)

The Hampton Roads Transportation Planning Organization (HRTPO) is the federally designated transportation planning agency for the Hampton Roads area and is responsible for:

- Planning the region’s future multi-modal transportation system
- Allocating certain federal transportation funds to projects and programs
- Approving the implementation of all regionally-significant transportation projects—regardless of funding source—through a continuing, comprehensive, and cooperative transportation process.

The HRTPO is committed to involving interested parties from all walks of life, and considering their ideas through professional initiatives and a transparent process. Please refer to the Public Involvement section of this document for more information.
What is a Metropolitan Planning Organization?

Metropolitan Planning Organizations (MPOs) are transportation decision making boards comprised of representatives from local, state, and federal governments; transit agencies; and other stakeholders. MPOs were created in 1962, when the United States Congress passed legislation that mandated continuing, comprehensive, and cooperative urban transportation planning as a condition for receiving federal transportation funding in any Urbanized Area with a population greater than 50,000.

The core functions of an MPO are to:

- Establish and maintain a fair and impartial setting for effective regional decision making with regard to metropolitan transportation planning.
- Evaluate transportation alternatives appropriate to the region in terms of its unique needs, issues, and realistically available options.
- Develop and maintain a fiscally-constrained, Long Range Transportation Plan (LRTP) – at least 20 years, for the metropolitan planning area.
- Develop and maintain a fiscally-constrained Transportation Improvement Program (TIP) – short range, 4-year plan, containing all transportation projects that require an action by the Federal Highway Administration or Federal Transit Administration.
- Involve the public in the four functions listed above.

The Scope of the Metropolitan Planning Process

As the designated MPO for the Hampton Roads region, the HRTPO is responsible for a metropolitan transportation planning and programming process that is continuous, cooperative, and comprehensive. Through established processes, the HRTPO plans and approves projects, strategies, and services that address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system.
10. Enhance travel and tourism.

1 The Transportation Planning Process Key Issues: A Briefing Book for Transportation Decision Makers, Officials, and Staff – FHWA/FTA.
2 Federal Regulations - 23 CFR 450.306
Impactful Legislation

The implementation of Transportation Legislation is one way that society has defined the role of transportation in our society. The following set of laws reflect new attitudes, values and goals for transportation and have served to support transportation initiatives in our region and throughout the country on the whole by underlining the fact that transportation is a part of our society and environment and that a balanced approach must be taken when making transportation decisions.

Federal:
MAP 21 – Transportation authorization signed into law on July 6, 2012 and in effect from October 1, 2012 through September 30, 2014.
- Eliminated earmarks
- Expanded TIFIA program
- Expanded tolling authority
- Streamlined project delivery process
- Maintained the 80/20 highway/transit split
- Maintained funding levels plus inflation
- Authorized $105 billion for FY 2013 and FY 2014
- Enhanced highway safety with an increased focus on freight
- 27-month law that consolidated/eliminated Federal programs
- Mandated implementation of performance measures and targets
- Maintained overall program authorizations with inflation adjustments
- Extended the Highway Trust Fund (HTF) and tax collections through FY 2016

FAST Act - On December 4, 2015, President Obama signed into law the Fixing America’s Surface Transportation Act (FAST Act)
- Replaces the “Moving Ahead for Progress in the 21st Century Act” (MAP-21)
- Authorizes $305 billion over five years (fiscal years 2016-2020)
- The primary change in highway funding programs is the creation of the Surface Transportation Block Grant Program (STBGP)
- Establishes a new formula-based National Highway Freight Program funded at $6.2 billion
- The Transportation Alternatives Program (TAP) is folded into the STBGP
- Creates a National Multimodal Freight Network
- First time a rail title is part of a major surface transportation bill
- Re-establishes a competitive grant program and stable formula funding for bus and bus facilities
- A major theme of the FAST Act is accelerated project delivery
- The first law in over 10 years to provide long-term funding certainty for surface transportation.

State:
HB2 - Virginia House Bill 2, signed by Governor Terry McAuliffe on April 6, 2014 and is effective as of July 1, 2014
- Requires the development of a statewide project prioritization process
- Directed the CTB to develop and use a scoring process for project selection
by July 2016

• Requires project benefits be analyzed relative to project cost
• Projects scored based on an objective analysis applied statewide
• Factor areas are weighted differently by highway construction district
• Commonwealth Transportation Board (CTB) reviews the prioritized project to inform their funding decisions for the Six-Year Improvement Program (SYIP)
• The prioritization process evaluates projects in six factor areas: congestion mitigation, economic development, accessibility, safety, environmental quality and land use coordination (areas with over 200K population)

HB1887 - Approved by the General Assembly in February 2015

• HB 1887 removes the 40-30-30 highway funding formula
• Established a new transportation funding formula (effective FY 2021)
• Established funding for the State of Good Repair (SGR) Program – 45%, High-Priority Projects (HPP) Program – 27.5%, and Construction District Grant (DG) Program - 27.5%
• The HPP Program and the Construction DG Program are subject to HB2
• Both programs projects and strategies are to be screened, evaluated, and selected according to the process established pursuant to HB2

Regional:
HB 2313 – Approved by the General Assembly and signed into law in 2013

• Created the Hampton Roads Transportation Fund (HRTF)
• Additional sales tax of 0.7%
• Additional wholesale fuels tax of 2.1%
• HRTPO to direct the use of HRTF funds
• Legislation to address project funding gaps
• Did not address issuing bonds secured by HRTF
• HRTF for new construction projects on new or existing roads, bridges, and tunnels
• Priority given to projects expected to provide the greatest impact on reducing congestion and ensures funds are used for construction projects in localities comprising Planning District 23

HB 1253 – Approved by the General Assembly and signed into law in 2014

• Created Hampton Roads Transportation Accountability Commission (HRTAC)
• HRTAC is a political subdivision of the Commonwealth of Virginia
• Gave HRTAC the power to issue bonds
• Transferred authority re: HRTF from HRTPO to HRTAC
• HRTAC does not replace HRTPO planning/programming functions
• HRTAC’s funding plan must align with the Statewide Transportation Plan
• HRTAC is primarily funded with HB 2313 revenues
• HRTAC procures, finances (HRTF, tolls, bonds), and operates highway bridge and tunnel projects
Who Makes Up the HRTPO?

The Hampton Roads Transportation Planning Organization (HRTPO) is the MPO for the Hampton Roads metropolitan planning area. As such, it is the federally mandated transportation policy board comprised of representatives from local, state, and federal governments, transit agencies, and other stakeholders, and is responsible for transportation planning and programming for the region.

HRTPO Board

Voting representation on the HRTPO Board includes elected officials from the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, Franklin, Southampton and Williamsburg, and the Counties of Gloucester, Isle of Wight, James City, and York; two members of the Virginia Senate and two members of the Virginia House of Delegates; plus representatives from Hampton Roads Transit, Williamsburg Area Transit Authority, the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, and the Virginia Port Authority.

Non-voting board members include chief administrative officers from the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg, and the Counties of Gloucester, Isle of Wight, James City, and York; representatives from the Federal Highway Administration, Federal Transit Administration, Virginia Department of Aviation, Peninsula Airport Commission, Norfolk Airport Authority, HRTPO Citizen Transportation Advisory Committee, HRTPO Freight Transportation Advisory Committee, and liaisons from the region’s military installations. The HRTPO Board continually assesses its membership in response to changes in regional transportation needs, and may add other stakeholders accordingly.

Regular meetings of the HRTPO Board are held at 10:30 a.m. on the third Thursday of each month at a place to be determined by the Chair. The meeting is usually held at the Regional Building, 723 Woodlake Drive, Chesapeake, Virginia.

You can find more information about HRTPO’s committees and subcommittees, decision makers, or our planning and programming activities on our website at hrtpo.org.

Federal Government

United States Department of Transportation is a federal Cabinet department of the United States government concerned with transportation and oversees federal highway, air, railroad, and maritime and other transportation administration functions. Its mission is to “Serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future.”

Federal Highway Administration (FHWA) is a part of the U.S. Department of Transportation and provides expertise, resources, and information to continually improve the quality of the nation’s highway system and its intermodal connections. FHWA is charged with the broad responsibility of ensuring that America’s roads and highways continue to be the safest and most technologically up-to-date. FHWA apportions federal dollars annually on a formula basis for highways to every state and ensures federal laws and regulations are applied in planning and constructing surface transportation projects.

Federal Railroad Administration is an agency in the United States Department of Transportation with the purposes of promulgate and enforce rail safety regulations, administer railroad assistance programs, conduct research and development in support of improved railroad safety and national rail transportation policy, provide for the rehabilitation of Northeast Corridor rail passenger service, and consolidate government support of rail transportation activities.

Federal Transit Administration (FTA) is an agency within the United States Department of Transportation that provides financial and technical assistance to communities for planning, development, and improvement of public or mass transportation systems. The FTA is interested in easing traffic congestion, reducing pollution from

1 United States Department of Transportation.
2 Federal Highway Administration.
3 Federal Railroad Administration.
automobile emissions, shortening travel times and making communities more livable.4

State Agencies
Virginia Department of Transportation (VDOT) has statewide responsibility for public roads, bridges, and tunnels, including planning, programming, project development, construction, operations, and maintenance.

Virginia Department of Rail and Public Transportation (DRPT) provides technical and financial assistance to Virginia’s public transit, ridesharing, and railroad operations.

Virginia Port Authority is a political subdivision of the Commonwealth of Virginia and is responsible for economic development and the day-to-day affairs of the Newport News-Williamsburg International Airport.

Norfolk Airport Authority is a political subdivision of the Commonwealth of Virginia and is an independent autonomous agency of the City of Norfolk. The Authority is governed by a Board of Commissioners consisting of up to nine members appointed by Norfolk City Council for four-year terms, and an Executive Director overseeing day-to-day operations.

Peninsula Airport Commission is a political subdivision of the Commonwealth of Virginia and is responsible for economic development and the day-to-day affairs of Newport News-Williamsburg International Airport.

Regional Transit Providers
Hampton Roads Transit (HRT) provides public transportation for Hampton Roads’ core urban areas: Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk, and Virginia Beach. The Transportation District Commission of Hampton Roads (TDCHR), HRT’s governing body, consists of representative from each of the seven cities it serves.

Williamsburg Area Transport Authority (WATA) provides public transportation for Williamsburg, James City County, and the Bruton District of York County.

Suffolk Transit provides route transit services to Suffolk’s core downtown service area.

4 Federal Transit Administration.
HRTPO Advisory Committees

Transportation Advisory Committee (TAC), comprised largely of the Chief Administrative Officers from local governments, acts as a standing advisory committee of the HRTPO Board and meets from time to time as circumstances require acting upon matters referred to it by the HRTPO Board.

Citizen Transportation Advisory Committee (CTAC), comprised of Hampton Roads non-elected residents, serves as an advisory committee to the HRTPO Board and provides public input to the HRTPO Board on transportation issues.

Transportation Technical Advisory Committee (TTAC), comprised largely of local engineers and planners, provides advice to the HRTPO Board on technical transportation matters. The TTAC meets the first Wednesday of every month at 9:30 a.m. at the Regional Building, 723 Woodlake Drive, Chesapeake, Virginia.

Freight Transportation Advisory Committee (FTAC), comprised of private-sector freight experts, advises the HRTPO Board on regional freight transportation requirements.

Legislative Ad-Hoc Committee, comprised of appointed HRTPO Board members, including representatives from the Virginia General Assembly and elected officials from Hampton Roads localities, plus local legislative liaisons. The mission of the Committee is: to pursue legislative items that have overwhelming support from the HRTPO Board, to educate the General Assembly and other regions of the State regarding the challenges that face a water area such as Hampton Roads, and to optimize the strengths of the region.

Rail and Public Transportation Task Force, created in 2009, comprised of appointed members of the HRTPO Board and the Transportation Technical Advisory Committee, plus representatives from the local transit agencies, railroads, the Virginia Department of Rail and Public Transportation and other stakeholders. The Task Force serves as an advisory group to the HRTPO Board.
Unified Planning Work Program

The HRTPO Unified Planning Work Program (UPWP) describes the regional transportation planning work to be carried out in the Hampton Roads Metropolitan Planning Area by the HRTPO and local public transportation agencies. The UPWP is organized as a set of tasks. Each task includes a description of the work to be done and specifies:

- Who will perform the work
- The schedule for completing the work
- Any resulting end products
- Task budget and source of funds.

Funding for Transportation Planning & Projects

Planning Funds

Metropolitan Planning Organizations (MPOs) like the HRTPO are primarily funded with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds. These funds are matched at a ratio of 80% federal to 20% state/local. In Hampton Roads, the 20% match is divided evenly between state and local funds.

Funds for Transportation Projects

Just as people budget for household expenses, MPOs must have fiscally constrained long-range plans. Every MPO is required to identify funds that will be available over the 20-year life of the LRTP and four-year life of the TIP. These plans include proposed transportation improvements and identify the source of funds to meet these costs.

The major sources of revenue for transportation projects are user fees in the form of gas taxes and transit fares. These are what private individuals and commercial vehicle owners pay at the gas pump or what we pay to ride a train or bus. Federal and state funds mostly come from gasoline and diesel taxes, with additional motor vehicle sales and user fees at the state level. The federal motor fuel tax, currently 18.4 cents per gallon of gasoline, can be used to fund both highways and transit.

Some localities throughout the nation generate revenue for transportation projects with local sales or gasoline taxes. Private sources used include payments or direct construction costs by real estate developers or other private interests and Public Private Partnerships (P3s or PPPs). P3s are contractual agreements formed between a public agency and private entity that allow for greater private sector participation in financing and constructing of transportation projects. Tolls are becoming an increasingly important source of revenue for transportation projects.
Public Involvement

The HRTPO believes that our transportation planning process benefits from the input of all citizens in Hampton Roads. We know that you have valuable knowledge and insight about the problems and needs of our communities. As such, we invite all interested persons to participate.

It is 7:45 a.m., you’re in your car on your way to work. Ahead you see: “SIX MILE BACKUP” on a message board. How does this make you feel? Now, think of your ideal way to travel. Are you in a car, train, bus, walking, riding a bicycle or maybe telecommuting? Do you have transportation choices? Transportation planning is part of the process of improving transportation systems for better access and mobility of people and goods. Transportation planners study and recommend the best ways to maintain and improve the efficiency of our transportation system today and into the future.

Transportation professionals consider safety, mobility, accessibility, economic vitality, the environment, and numerous other priorities as they evaluate transportation options. They are also committed to preserving communities and neighborhoods, and involving the public in the transportation planning process.

Using data, transportation planners recommend the best transportation actions for the near term (4-6 years) and for the future (20+ years). Involving the public helps transportation planners gather information about road conditions, travel patterns, and transportation needs for current and future users. The continual process of providing information to and receiving information from the public can help identify and address transportation needs and concerns.

Public Participation Plan

The Public Participation Plan is part of a comprehensive effort to inform, increase awareness, and engage interested parties in the transportation planning and programming processes. The HRTPO staff develops the document cooperatively, with assistance from the Virginia Department of Transportation, transit agencies and with input from local and regional stakeholders and interested persons. The HRTPO Public Participation Plan serves as the blueprint for public involvement and outreach activities and is reviewed and updated every two years.
Events & Programs

- Join your neighborhood civic association, invite HRTPO staff to speak at your next event.
- Attend City Council & Board of Supervisors Meetings; Hampton Roads Transit or Williamsburg Area Transit Authority meetings.
- Talk with planners & decision makers for your local government.
- Check for special HRTPO events on our social media pages.

Social Media

Make us part of your weekly routine by staying up-to-date on our projects and conversations in the community.

Send Us Comments

Write us at: publicinvolvement@hrtpo.org
HRTPO
723 Woodlake Drive
Chesapeake, VA 23320
Or visit our website: www.hrtpo.org

Learn More

Review our Public Participation Plan, Title VI & LEP Guide, and Public Meeting Map, among other resources at: www.hrtpo.org/page/public-involvement
Title VI and Environmental Justice

According to the Federal Highway Administration, Title VI states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups). A growing number of state Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs) are considering environmental factors in a more systematic way earlier in the transportation planning process, recognizing that there are benefits to be gained from better decisions, which reduce potential public controversy and result in shorter times to project implementation.

The Environmental Justice (EJ) Orders further amplify Title VI by providing that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

When assessing our public involvement process, HRTPO is required under Federal Law, to ascertain the following:

- Does our public involvement process have an identified strategy for engaging minority and low-income populations in transportation decision-making? What strategies, if any, have been implemented to reduce participation barriers for such populations? Has their effectiveness been evaluated? Has public involvement in our planning process been routinely evaluated as required by regulation? Have efforts been undertaken to improve performance, especially with regard to low-income and minority populations? Have organizations representing low-income and minority populations been consulted as part of this evaluation? Have their concerns been considered?

- What efforts have been made to engage low-income and minority populations in the certification review public outreach effort? Does our public outreach effort utilize media (such as print, television, radio, etc.) targeted to low-income or minority populations.

- What mechanisms are in place to ensure that issues and concerns raised by low-income and minority populations are appropriately considered in the decision-making process? Is there evidence that these concerns have been appropriately considered?

Environmental Justice is the fair and meaningful treatment of all people regardless of race, ethnicity, age, income, or education level in transportation decision making and environmental planning. Effective Environmental Justice programs promote not only the physical environment of the public, but the mental and emotional environment as well. Through the practice of Environmental Justice, and effective public participation, communities traditionally left out of the planning process can be educated, informed and meaningfully engaged.
Safety

Each year there are tens of thousands of crashes and many fatalities on the Hampton Roads roadway network. In 2014 alone, there were 24,874 crashes and 125 fatalities. For this reason, the region’s safety lies at the center of our transportation planning efforts. We know that these crashes not only impact the health and well-being of our residents and visitors, but they cause hours in roadway delays, destruction to our costly infrastructure and additionally, they hurt the economic productivity of our ports and businesses.

The first Hampton Roads Regional Safety Study was initiated in 2001 and continues today with the Hampton Roads Regional Safety Study – 2013/2014 Update. Part I of the Hampton Roads Regional Safety Study – 2013/2014 Update introduces previous HRTPO safety planning efforts, reports the recent trends in roadway safety in Hampton Roads, provides detailed characteristics of crashes in the region, and specifies the number and rate of crashes for each mile of freeway and approximately 600 of the busiest intersections throughout the region.

Part II of the study examines ways to improve roadway safety – broadly and for specific high crash locations. This includes national, statewide, and local efforts to improve roadway safety, new analysis methods for roadway safety, general crash countermeasures, and an analysis of high crash locations.

Roadway safety is also included in other HRTPO planning efforts, including the Congestion Management Process, Active Transportation planning, and many of the corridor and subarea studies undertaken by HRTPO. HRTPO staff also uses crash data to prioritize projects for inclusion in the Hampton Roads Long Range Transportation Plan (LRTP) and for Regional Surface Transportation Program (RSTP) funding.

Congestion Management Process

We who live and work in Hampton Roads are very familiar with the effects of traffic congestion and the impact that it has on our safety. Beyond safety impacts, congestion also has a tremendous impact on our citizens’ quality of life, overall.

The HRTPO’s Congestion Management Process (CMP) is an ongoing process that identifies congested locations, determines the causes of congestion, develops alternative solutions, and recommends strategies to mitigate congestion. The CMP is used as a guide to develop candidate projects for the Transportation Improvement Program (TIP) and the Long-Range Transportation Plan (LRTP) and additionally, as the source of congestion data used to prioritize those candidates, the most effective of which are selected for the TIP and LRTP. To view the CMP visit hrtpo.org (keyword: CMP)

As part of the Congestion Management Process, the HRTPO staff regularly updates and publishes the State of Transportation in Hampton Roads Report, with the latest report released in 2015. These reports document the Region’s recent transportation data and historical trends, and compare Hampton Roads with similar metropolitan areas in the United States. To view the State of Transportation Report visit hrtpo.org (keywords: State of Transportation).
Transportation Improvement Program (TIP)

A Transportation Improvement Program (TIP) is a 4-year program for the implementation of surface transportation projects within a Metropolitan Planning Area. The TIP is developed by the HRTPO in cooperation with State and local transportation agencies and contains all federally-funded and/or regionally significant projects to be worked on during the 4-year period. Before work can be done on such projects in Hampton Roads, they must be included in a current TIP approved by the HRTPO. The TIP must be financially-constrained and consistent with the current Long-Range Transportation Plan (LRTP).

The HRTPO provides all interested parties with opportunities to comment during the TIP development process, as well as on amendments to the TIP. The HRTPO TIP may be accessed on the web at: hrtpotip.org. The image below is a screen shot from the TIP website showing details about the interactive project map.

CMAQ/RSTP Project Selection Process

As the metropolitan planning organization (MPO) for the Hampton Roads MPA, the HRTPO is directly responsible for project selection and allocation of funds under two federal funding programs – the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Regional Surface Transportation Program (RSTP).

CMAQ funds may only be allocated to eligible transportation projects and programs that help improve air quality and reduce traffic congestion.

RSTP funds are Surface Transportation Block Grant Program (STBGP) funds that are apportioned to specific regions within the State. As with STBGP funds, RSTP funds may be allocated to a wide variety of transportation projects and programs.
The process for obtaining CMAQ or RSTP funding for transportation projects is a competitive one. The CMAQ/RSTP Project Selection Process is a documented, cooperative effort involving the HRTPO, local governments, local transit agencies, and state transportation agencies.

The HRTPO provides all interested parties with an opportunity to submit project ideas for consideration for possible funding under CMAQ and RSTP. In addition, all meetings during which CMAQ and RSTP projects are selected and funding allocations are recommended are open to the public. Finally, the addition of new CMAQ and RSTP projects to the Transportation Improvement Program (TIP) is processed as a TIP Amendment and undergoes the public participation processes associated with TIP Amendments.

Transportation Alternatives Program (TAP) Project Selection Process

The Transportation Alternatives Program (TAP) was established in the Moving Ahead for Progress in the 21st Century Act (MAP-21). The TAP replaced funding from several pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, and Safe Routes to School, wrapping them into a single funding source. The Fixing America’s Surface Transportation (FAST) Act, signed into law on December 4, 2015, converted the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBGP), aligning the program’s name with how the Federal Highway Administration (FHWA) has historically administered it. The STBGP promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

Within the STBGP funding is a set-aside amount called the Transportation Alternatives or “TA” Set-Aside. These set-aside funds include all activities that were previously eligible under TAP, encompassing a variety of smaller-scale, non-traditional transportation projects. Projects funded under TA Set-Aside must comply with all applicable Federal requirements.

The process for obtaining TA Set-Aside funding is a competitive one. The TA Set-Aside Project Selection Process is a cooperative effort involving the HRTPO, local governments, local transit agencies, and VDOT.

The HRTPO provides all interested parties with opportunities to review and comment on proposed projects and funding associated with the TA Set-Aside. In addition, all meetings during which TA Set-Aside projects are selected and funding allocations are recommended are open to the public. Finally, the addition of new TA Set-Aside projects to the Transportation Improvement Program (TIP) is processed as a TIP Amendment and undergoes the public participation processes associated with TIP Amendments.
Long-Range Transportation Plan

The Long-Range Transportation Plan (LRTP) is a multimodal transportation plan that is developed, adopted, and updated by an MPO through the metropolitan transportation planning process. The LRTP has a planning horizon of at least 20 years and includes strategies for transportation investments that lead to an integrated multi-modal transportation system. The LRTP reflects the public’s and HRTPO member organizations’ vision and goals for the regional transportation system, subject to fiscal constraint. Fiscal constraint means planned transportation revenue equals or exceeds project costs.

A key component of an LRTP is a long-term vision for what the regional transportation system will look like in the future. In developing a vision statement for the LRTP, residents and officials work together considering characteristics of the region and how these are expected to change over time. Characteristics include projected population and employment growth, current and future traffic conditions, safety and security, current and future transportation needs, maintenance and operations of transportation systems and facilities, system connectivity and freight movement.

To achieve the LRTP vision, citizens and stakeholders define a set of measurable goals for the region. The vision and goals are then reviewed by the public and approved by the HRTPO Board. The goals must address the characteristics considered for the vision, and align with federal and state planning strategies.

Once the vision and goals are established, a set of regionally significant multimodal candidate projects which work towards meeting the goals are collected from regional stakeholders, and the public. These Candidate projects are subsequently evaluated using the regional transportation forecasting model and the Project Prioritization Tool. Each of the candidate projects receives scores based on several criteria, which include the ability to reduce congestion, improve economic vitality, the readiness of the project (for e.g. how far along is the project in the NEPA process), etc. See the Project Prioritization and Selection Process for the LRTP section for more Information. The outcome is a prioritized list of regionally significant transportation projects to be included in the LRTP that meets the future needs of Hampton Roads.

Project Prioritization & Selection Process for the LRTP

In July 2010, the HRTPO developed a project prioritization tool to establish an objective methodology to assist the HRTPO Board in selecting transportation projects that will benefit the region while maximizing the use of scarce financial resources. The HRTPO Project Prioritization Tool is designed to score candidate transportation projects based on their technical merits and regional benefits. The Tool evaluates transportation projects based on three components: Project Utility (ability to solve an existing transportation issue), Economic Vitality (ability to support economic growth), and Project Viability (project readiness). Once evaluated, projects undergo public review and top-ranking projects are then selected for inclusion in the regional Long-Range Transportation Plan (LRTP), based on available funding. In addition to facilitating the selection of projects for the LRTP, the Tool also helps to position the region in the pursuit of additional Federal and State transportation funds as they become available.

2040 LRTP Development Planning Milestones

Transportation Funding

Just as people budget for household expenses, MPOs must have fiscally constrained plans. Every MPO is required to identify funds that will be available over the 20-year life of the LRTP and 4-year life of the TIP.
## Federal, State, and 2040 LRTP Goals Relationship

<table>
<thead>
<tr>
<th>Federal Planning Factors</th>
<th>Vtrans2040 Planning Goals</th>
<th>2040 LRTP Planning Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support the economic vitality of the metropolitan area.</td>
<td>Economic Competitiveness and Prosperity</td>
<td>Support the economic vitality of the metropolitan area, enabling global competitiveness, productivity, and efficiency.</td>
</tr>
<tr>
<td>Enhance travel and tourism.</td>
<td>Safety for All Users</td>
<td>Increase the safety of the transportation system for all users, including minimizing conflicts between motorized and non-motorized modes.</td>
</tr>
<tr>
<td>Increase safety for motorized and non-motorized users.</td>
<td>Safety for All Users</td>
<td>Ensure the security of the region's transportation infrastructure and its users.</td>
</tr>
<tr>
<td>Increase security for motorized and non-motorized users.</td>
<td>Healthy Communities and Sustainable Transportation Communities</td>
<td>Protect and enhance the environment, promote energy conservation, and improve the quality of life.</td>
</tr>
<tr>
<td>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and Local planned growth and economic development patterns.</td>
<td>Healthy Communities and Sustainable Transportation Communities</td>
<td>Consider the impact of transportation investments on the environment.</td>
</tr>
<tr>
<td>Increase accessibility and mobility for people and freight.</td>
<td>Accessible and Connected Places</td>
<td>Promote compatibility between transportation improvements and planned land use and economic development patterns.</td>
</tr>
<tr>
<td>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.</td>
<td>Accessible and Connected Places</td>
<td>Increase accessibility and mobility of people and goods.</td>
</tr>
<tr>
<td>Promote efficient system management and operation.</td>
<td>Proactive System Management</td>
<td>Provide a variety of transportation options that accommodates all users.</td>
</tr>
<tr>
<td>Improve the resiliency and reliability of the transportation system.</td>
<td>Proactive System Management</td>
<td>Increase the coordination of the transportation system, across and between modes, for people and goods.</td>
</tr>
<tr>
<td>Emphasize the preservation of the existing transportation system.</td>
<td>Proactive System Management</td>
<td>Promote an efficient and reliable regional transportation system.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Preserve and maintain the existing transportation system.</td>
</tr>
<tr>
<td>Engage a diverse public in the development of the region's transportation system.</td>
<td></td>
<td>Engage a diverse public in the development of the region’s transportation system.</td>
</tr>
<tr>
<td>Continue to work towards finding dedicated and sustainable revenue sources for transportation to close the funding gap.</td>
<td></td>
<td>Continue to work towards finding dedicated and sustainable revenue sources for transportation to close the funding gap.</td>
</tr>
</tbody>
</table>

### Rural Long-Range Transportation Plan

To complement planning efforts that are conducted in the metropolitan and urban areas of the region, the HRTPO also develops the Rural Long-Range Transportation Plan (RLRTP) for the rural areas of Hampton Roads. Unlike the metropolitan LRTP, the RLRTP is developed as an unconstrained vision plan to address the needs of the transportation system in rural areas, regardless of anticipated funding availability. This regional plan can then be used by local, regional, and state agencies to help identify rural transportation funding priorities.

The HRTPO provides interested parties with ways to become involved during the development of both the LRTP and RLRTP. See the Public Involvement section for ways you can get involved.
### Acronym List

The following is a list of acronyms for your reference commonly used throughout HRTPO documentation:

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act of 1990</td>
</tr>
<tr>
<td>AQ</td>
<td>Air Quality</td>
</tr>
<tr>
<td>ATCMTD</td>
<td>Advanced Transportation and Congestion Management Technologies Deployment</td>
</tr>
<tr>
<td>ATI</td>
<td>Air Terminal Interchange</td>
</tr>
<tr>
<td>CBBT</td>
<td>Chesapeake Bay Bridge Tunnel</td>
</tr>
<tr>
<td>CCI</td>
<td>Critical Condition Index</td>
</tr>
<tr>
<td>CE</td>
<td>Categorical Exclusion</td>
</tr>
<tr>
<td>CFI</td>
<td>Continuous Flow Interchange</td>
</tr>
<tr>
<td>CFR</td>
<td>United States Code of Federal Regulations</td>
</tr>
<tr>
<td>CIC</td>
<td>Cranes Island Connector</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality Improvement Program</td>
</tr>
<tr>
<td>CMP</td>
<td>Congestion Management Process</td>
</tr>
<tr>
<td>CN</td>
<td>Construction</td>
</tr>
<tr>
<td>COA</td>
<td>Comprehensive Operational Analysis</td>
</tr>
<tr>
<td>CSX</td>
<td>CSX Transportation Incorporated (Class I freight rail company)</td>
</tr>
<tr>
<td>CTAC</td>
<td>Citizen Transportation Advisory Committee</td>
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<tr>
<td>CTB</td>
<td>Commonwealth Transportation Board</td>
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<tr>
<td>DMV</td>
<td>Virginia Department of Motor Vehicles</td>
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<tr>
<td>DEIS</td>
<td>Draft Environmental Impact Statement</td>
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<tr>
<td>DGP</td>
<td>District Grant Program</td>
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<td>DoD</td>
<td>Department of Defense</td>
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<tr>
<td>DRPT</td>
<td>Virginia Department of Rail and Public Transportation</td>
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<tr>
<td>DVS</td>
<td>Virginia Department of Veterans Services</td>
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<tr>
<td>EA</td>
<td>Environmental Assessment</td>
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<tr>
<td>EIS</td>
<td>Environmental Impact Statement</td>
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<tr>
<td>EJ</td>
<td>Environmental Justice</td>
</tr>
<tr>
<td>EPA</td>
<td>United States Environmental Protection Agency</td>
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<tr>
<td>FAST Act</td>
<td>Fixing America's Surface Transportation</td>
</tr>
<tr>
<td>FASTLANE</td>
<td>Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies</td>
</tr>
<tr>
<td>FAF-3</td>
<td>Freight Analysis Framework 3</td>
</tr>
<tr>
<td>FEIS</td>
<td>Final Environmental Impact Statement</td>
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<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
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<tr>
<td>FONSI</td>
<td>Finding of No Significant Impact</td>
</tr>
<tr>
<td>FRA</td>
<td>Federal Railroad Administration</td>
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<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
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<tr>
<td>FTAC</td>
<td>Freight Transportation Advisory Committee</td>
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<tr>
<td>GHG</td>
<td>Greenhouse Gases</td>
</tr>
<tr>
<td>GIS</td>
<td>Geographic Information Systems</td>
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<td>HHS</td>
<td>United States Department of Health and Human Services</td>
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<td>HOV</td>
<td>High Occupancy Vehicle</td>
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<tr>
<td>HPMS</td>
<td>Highway Performance Monitoring System</td>
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<tr>
<td>HPP</td>
<td>High Priority Program</td>
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<tr>
<td>HRBT</td>
<td>Hampton Roads Bridge-Tunnel</td>
</tr>
<tr>
<td>HRCS</td>
<td>Hampton Roads Crossing Study</td>
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<tr>
<td>HRPDC</td>
<td>Hampton Roads Planning District Commission</td>
</tr>
<tr>
<td>HRT</td>
<td>Hampton Roads Transit [See TDCHR]</td>
</tr>
<tr>
<td>HRTAC</td>
<td>Hampton Roads Transportation Accountability Commission</td>
</tr>
<tr>
<td>HRTF</td>
<td>Hampton Roads Transportation Fund</td>
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<tr>
<td>HRTO</td>
<td>Hampton Roads Transportation Operations Subcommittee</td>
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<tr>
<td>HRTPO</td>
<td>Hampton Roads Transportation Planning Organization</td>
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<tr>
<td>HSIP</td>
<td>Highway Safety Improvement Program</td>
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<tr>
<td>HSIPR</td>
<td>High-Speed and Intercity Passenger Rail</td>
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<tr>
<td>HTF</td>
<td>Highway Trust Fund (Federal)</td>
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<tr>
<td>ICG</td>
<td>Interagency Consultation Group</td>
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<tr>
<td>IMS</td>
<td>Intermodal Management System</td>
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<tr>
<td>IRI</td>
<td>International Roughness Index</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent Transportation Systems</td>
</tr>
<tr>
<td>LEP</td>
<td>Limited English Proficiency</td>
</tr>
<tr>
<td>LOS</td>
<td>Level of Service</td>
</tr>
<tr>
<td>LPO</td>
<td>Lead Planning Organization</td>
</tr>
<tr>
<td>LRTP</td>
<td>Long-Range Transportation Plan</td>
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<tr>
<td>MAP-21</td>
<td>Moving Ahead for Progress in the 21st Century Act</td>
</tr>
<tr>
<td>MAX</td>
<td>HRT’s Metro Area Express Bus Service</td>
</tr>
<tr>
<td>MLK</td>
<td>Martin Luther King Freeway</td>
</tr>
<tr>
<td>MMBBT</td>
<td>Monitor Merrimac Memorial Bridge Tunnel</td>
</tr>
<tr>
<td>MPA</td>
<td>Metropolitan Planning Area</td>
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<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>MSA</td>
<td>Metropolitan Statistical Area</td>
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<tr>
<td>NAAQS</td>
<td>National Ambient Air Quality Standards</td>
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<td>NASA</td>
<td>National Aeronautics and Space Administration</td>
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<tr>
<td>NEPA</td>
<td>National Environmental Policy Act</td>
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<td>NHPP</td>
<td>National Highway Performance Program</td>
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<td>NHS</td>
<td>National Highway System</td>
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<tr>
<td>NHTS</td>
<td>National Household Travel Survey</td>
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<tr>
<td>NIPP</td>
<td>National Infrastructure Protection Plan</td>
</tr>
<tr>
<td>NIT</td>
<td>Norfolk International Terminals</td>
</tr>
</tbody>
</table>
NNMT  Newport News Marine Terminal
NPS  National Park Service
NS  Norfolk Southern Corporation (Class I freight rail company)
NTD  National Transit Database
PE  Preliminary Engineering
PMT  Portsmouth Marine Terminal
PMx  Particulate Matter
PNHMP  Peninsula Natural Hazard Mitigation Plan
PPP  Public Participation Plan
PPTA  Public-Private Transportation Act of 1995
RCTO  Regional Concept of Transportation Operations
RLRTP  Rural Long-Range Transportation Plan
ROD  Record of Decision
ROW or RW  Right of Way
RPM  Regional Performance Measures
RSA  Road Safety Audit
RSTP  Regional Surface Transportation Program
SAFETEA-LU  Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
SDP  Service Development Plan
SEIS  Supplemental Environmental Impact Statement
SGR  State of Good Repair
SHRHMP  South Hampton Roads Hazard Mitigation Plan
SIP  State Implementation Plan
SLR  Sea Level Rise
SMART SCALE  Virginia data-driven project prioritization process
SNJB  South Norfolk Jordan Bridge
SOV  Single Occupancy Vehicle
STBG  Surface Transportation Block Grant Program (formerly STP)
STP  Surface Transportation Program (see STBG)
STRACNET  Strategic Rail Corridor Network
STRAHNET  Strategic Highway Network
SRTS  Safe Routes to School
SSEPP  System Security and Emergency Preparedness Plan
STIP  Statewide Transportation Improvement Program
SYIP  Commonwealth Transportation Board Six Year Improvement Program
SYOIP  Six Year Operations Improvement Program
TAC  Transportation Advisory Committee
TAP  Transportation Alternatives Program (see TA Set-Aside)
TA Set-Aside  Transportation Alternatives Set-Aside in STBG (formerly TAP)
TAZ  Transportation Analysis Zone
TCM  Transportation Control Measure
TDCHR  Transportation District Commission of Hampton Roads [See HRT]
TDM  Transportation Demand Management
TDP  Transit Development Plan
TEU  Twenty-foot Equivalent Unit (standard cargo container)
TIGER  Transportation Investment Generating Economic Recovery
TIM  Traffic Incident Management
TIP  Transportation Improvement Program
TMA  Transportation Management Area
TOC  Transportation Operations Center
TOS  TRAFFIX Oversight Committee
TPS  Transportation Programming Subcommittee
TTAC  Transportation Technical Advisory Committee
TTF  Transportation Trust Fund
UPWP  Unified Planning Work Program
USACE  United States Army Corps of Engineers
USCG  United States Coast Guard
USDA  United States Department of Agriculture
USDS  United States Department of Homeland Security
USDOT  United States Department of Transportation
USEPA  United States Environmental Protection Agency
USFWS  United States Fish and Wildlife Service
USGS  United States Geological Survey
Virginia Beach Transit Extension Study
VCC  Virginia Clean Cities
VCI  Virginia Council of Indians
VDCR  Virginia Department of Conservation and Recreation
VDEM  Virginia Department of Emergency Management
VDEQ  Virginia Department of Environmental Quality
VDGIF  Virginia Department of Game and Inland Fisheries
VDHR  Virginia Department of Historic Resources
VDOA  Virginia Department of Aviation
VDOT  Virginia Department of Transportation
VIG  Virginia International Gateway
VMRC  Virginia Marine Resources Commission
VMT  Vehicle Miles Traveled
VOC  Volatile Organic Compounds
VPA  Virginia Port Authority
VSHSP  Virginia Strategic Highway Safety Plan
VTRANS  Commonwealth of Virginia Long-Range Transportation Plan
WATA  Williamsburg Area Transit Authority
YOE  Year of Expenditure
Voting members include a representative from the following:

An elected official from each locality:

*Portions of Franklin, Gloucester and Southampton Counties are included in the metropolitan planning area.

Public Transit Agencies
- Hampton Roads Transit
- Williamsburg Area Transit Authority

State Agencies
- Virginia Department of Transportation
- Virginia Department of Rail and Public Transportation
- Virginia Port Authority

Virginia General Assembly
- Two Members of the Virginia Senate
- Two Members of the Virginia House of Delegates

Non-Voting members include a representative from the following:

- Chief Administrative Officers for all Member Localities
- Federal Highway Administration
- Federal Transit Administration
- Federal Aviation Administration
- Virginia Department of Aviation
- Peninsula Airport Commission
- Norfolk Airport Authority
- Citizen Transportation Advisory Committee
- Freight Transportation Advisory Committee
- Military Liaisons
- Invited Participants from the Commonwealth Transportation Board

Public Transit Agencies
- Hampton Roads Transit
- Williamsburg Area Transit Authority

State Agencies
- Virginia Department of Transportation
- Virginia Department of Rail and Public Transportation
- Virginia Port Authority

Virginia General Assembly
- Two Members of the Virginia Senate
- Two Members of the Virginia House of Delegates

Non-Voting members include a representative from the following:

- Chief Administrative Officers for all Member Localities
- Federal Highway Administration
- Federal Transit Administration
- Federal Aviation Administration
- Virginia Department of Aviation
- Peninsula Airport Commission
- Norfolk Airport Authority
- Citizen Transportation Advisory Committee
- Freight Transportation Advisory Committee
- Military Liaisons
- Invited Participants from the Commonwealth Transportation Board