

2024 ECONOMIC OUTLOOK

2023 defied the gloomy economic forecasts, showcasing the US economy's resilience by not just avoiding a recession but surpassing the prior year's rate of growth. Despite ongoing inflation and higher interest rates, inflation-adjusted GDP rose 2.5% in 2023 compared to 1.9% the prior year, largely fueled by robust consumer spending. Consumer prices cooled dramatically in 2023. Inflation fell from a high of 9% in June 2022 to 3.3% by December 2023. Accounting for more than 30% of the goods and services used to measure inflation, elevated housing prices continue to drive inflation. Figure 1 presents the year-over-year change in inflation for all items and core inflation, excluding food and energy. While headline inflation has fallen near 3%, core inflation remains near 4%. The Fed's efforts to curb inflation by raising interest rates have yet to result in higher unemployment as most economists expected. The U.S. added 3.5 million jobs in 2023; a level of growth not seen in the two decades prior to the pandemic. There are, however, signs this historically tight labor market has begun to loosen. Job openings have come down considerably from their peak and the unemployment rate ticked up slightly in the latter half of 2023 to 3.7% as of January 2024.

In Hampton Roads, 2023 marked a full recovery of the civilian labor force and individual employment while the unemployment rate remained near historical lows at 3.3% as of November 2023, unchanged from the same month in 2022. Hampton Roads added 8,100 civilian jobs in 2023, above the 5,100 jobs added in 2019. However, the region has yet to recover all the jobs lost during the pandemic. As illustrated in Figure 2, from February 2020 to December 2023, jobs in Virginia and the nation increased 1.7% and 3.3% respectively while jobs in the region remain 0.5% below pre-pandemic levels observed in February 2020.

The leisure and hospitality sector outperformed both the state and the nation as the region's reliance on drive-in leisure travelers has helped to boost hotel revenues while some markets more reliant on business travelers have yet to see a full recovery. Total TEUs through the port dipped slightly from the previous year but remain well above pre-pandemic levels. The upcoming completion of the channel dredging and widening project is poised to strengthen the port's position amidst any potential slowdown or shocks to trade volumes in 2024.

Figure 1: U.S. Monthly Inflation
Jan 2011 - Dec 2023

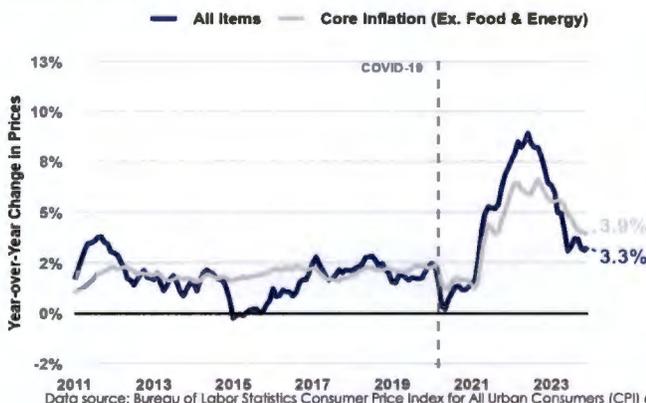
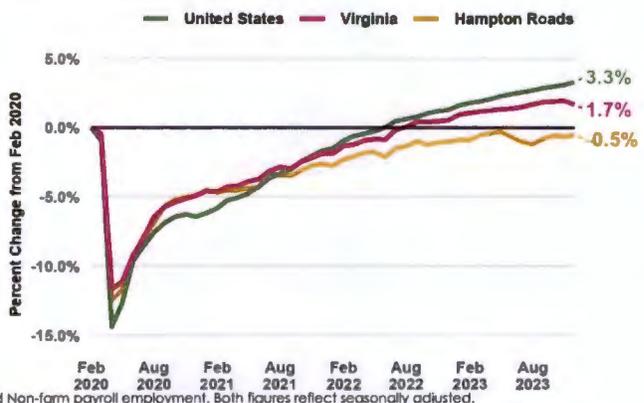


Figure 2: Civilian Job Growth
Percent Change from Feb 2020



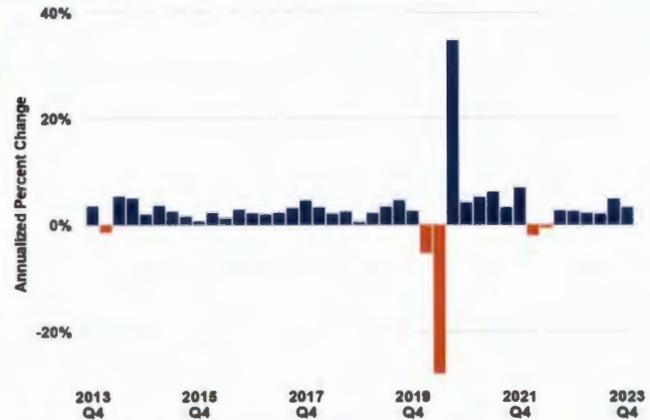
Data source: Bureau of Labor Statistics Consumer Price Index for All Urban Consumers (CPI) and Non-farm payroll employment. Both figures reflect seasonally adjusted. Defense spending in Hampton Roads increased in 2023. While defense spending authorized for 2024 indicates an increase from the previous year, a timeline for appropriations remains in question. Delays in the federal budget process and the persistent threats of a government shutdown will continue to create uncertainty in the economic outlook for Hampton Roads.

The outlook for 2024 points to slower economic growth for both the U.S. and Hampton Roads as consumers draw down excess savings, pandemic-era support comes to an end, and rate hikes come into full force. A slowdown from the prior year, however, does not mean a recession. Nevertheless, the outlook is fraught with uncertainties, such as how quickly inflation will align with the Federal Reserve's 2% target, uncertainty in Washington, and the impact of ongoing geopolitical conflicts. The potential for the economy to remain resilient in 2024, however, remains strong.

GDP, ANNUALIZED GROWTH RATE (Q) SOURCE: BUREAU OF ECONOMIC ANALYSIS, HRPDC

	Q4 2022	Q4 2023	Trend
United States	2.6%	3.3%	▲

GDP: Gross Domestic Product combines consumption, investment, net exports, and government spending to determine the size and general health of the economy. Adjusted for inflation, GDP rose 3.3% in Q4 2023, a decline from the previous quarter and the second highest rate of growth since 2021. Personal consumption accounted for 1.9 percentage points of the 3.3% increase in Q3, followed by Government spending (0.56), Net Exports (0.43) and Gross Private Domestic Investment (0.38). Inflation adjusted GDP rose 2.5% in 2023, exceeding the previous year's rate of growth of 1.9%.



RETAIL SALES, SEASONALLY ADJUSTED (5 MONTH M.A) SOURCE: VIRGINIA DEPARTMENT OF TAXATION, HRPDC

	Oct '23	Nov '23	Trend
Hampton Roads	\$2.71B	\$2.89B	▲
Virginia	\$14.83B	\$15.38B	▲

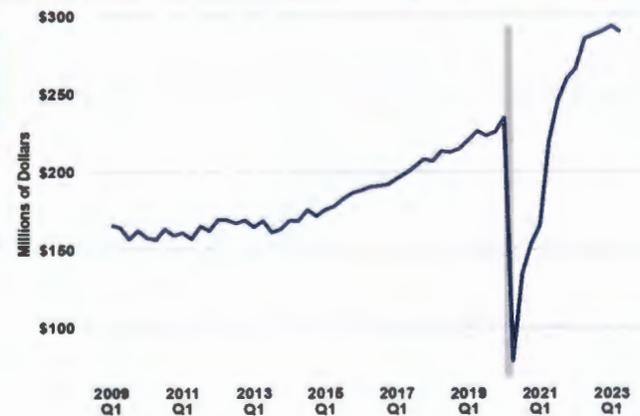
Retail Sales: Retail sales in Hampton Roads, as measured by the 1% local option sales tax, serve as an indicator for consumption in the region. When seasonally adjusted, November retail sales rose 6.7% from the previous month. Unadjusted, sales in November 2023 were up 8.8% year over year. While inflation has contributed to surge in nominal retail sales over the last two years, inflation-adjusted retail sales in November were 18.9% higher than levels observed in February 2020.



ESTIMATED HOTEL REVENUE, SEASONALLY ADJUSTED (Q) SOURCE: VIRGINIA DEPARTMENT OF TAXATION, HRPDC

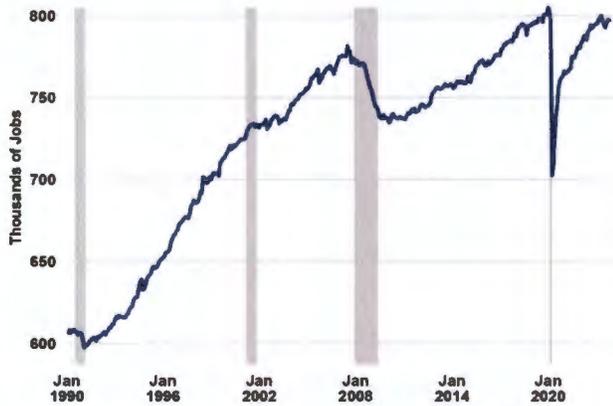
	Q2 2022	Q2 2023	Trend
Hampton Roads	\$286M	\$290M	▲
Virginia	\$1.0B	\$1.1B	▲

Estimated Hotel Revenue: Hotel sales indicate the performance of the region's tourism sector. When seasonally adjusted, Q2 2023 hotel revenues increased 1.4% from the previous year. Hotel revenues declined 1.4% from the previous month, the first month-over-month decline in more than a year. Despite early signs of a cooling, hotels revenues remain 27.9% above pre-pandemic levels observed in Q2 2019.

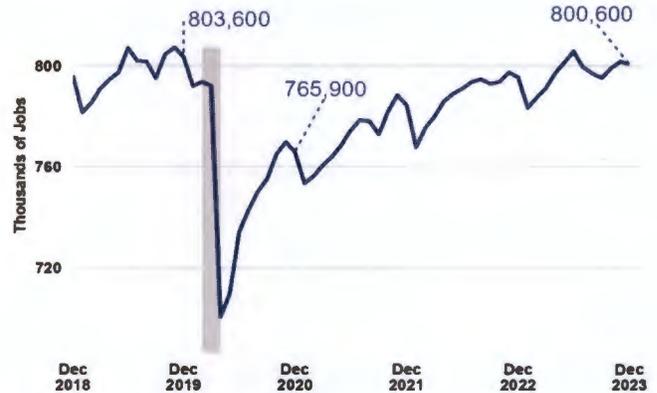


CIVILIAN PAYROLL EMPLOYMENT (M) SOURCE: BUREAU OF LABOR STATISTICS, HRPDC

HISTORICAL TREND, SEASONALLY ADJUSTED



3-YEAR, NOT SEASONALLY ADJUSTED



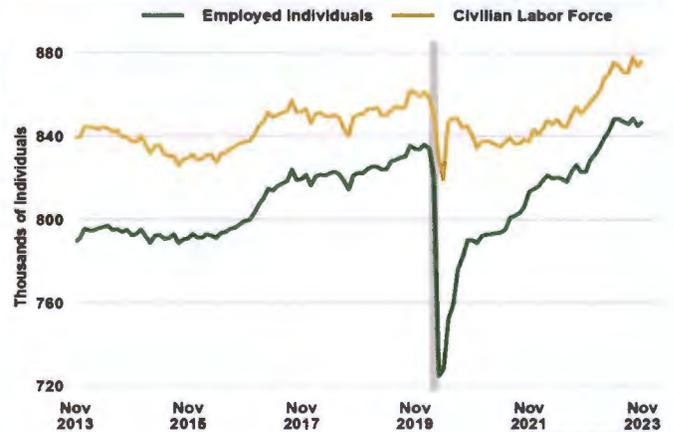
(seasonally adjusted)	Dec 2022	Nov 2023	Dec 2023	YoY % Change	MoM Trend
Hampton Roads	794,200	797,100	798,000	0.5%	▲
Virginia	4,111,900	4,168,800	4,157,000	1.1%	▼
United States	154,291,000	157,014,000	157,347,000	1.9%	▲

Employment: A leading indicator of labor market activity, the Bureau of Labor Statistics' payroll survey of businesses and government establishments measures the number of nonfarm civilian jobs. Seasonally adjusted, the number of jobs in December rose 0.1% from the previous month. Unadjusted, civilian jobs in December 2023 were up 0.6% year over year. In December both the Hampton Roads region and the nation added jobs month over month. In the Commonwealth, civilian jobs declined 0.3% from the previous month. Despite these fluctuations, on a seasonally adjusted basis, both the nation and the Commonwealth have recovered all the jobs lost during the pandemic. Civilian jobs in Hampton Roads, however, remain 0.5% below the pre-pandemic peak observed in February 2020.

LABOR FORCE, SEASONALLY ADJUSTED (M) SOURCE: BUREAU OF LABOR STATISTICS, HRPDC

	Labor Force	Emp	Unemp	LF Trend
Oct 2023	873,639	845,085	29,692	▲
Nov 2023	876,256	847,281	28,859	

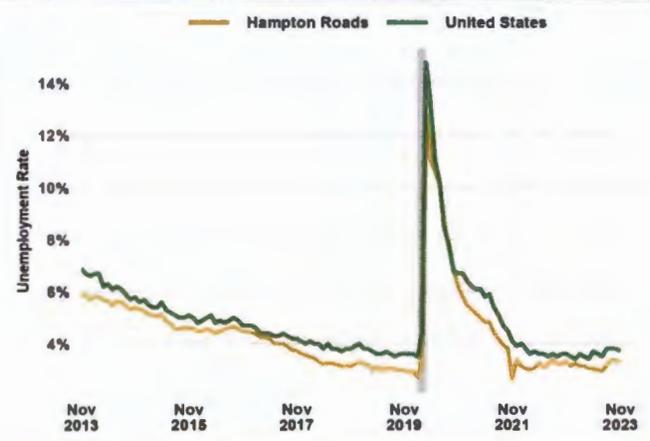
Labor Force: The Bureau of Labor Statistic's household survey measures the employment status of the civilian population 16 years and older. An area's labor force is comprised of the number of people working (employed) and those actively seeking work (unemployed). Seasonally adjusted, the Hampton Roads labor force in November 2023 increased 0.3% from the previous month. Monthly labor force growth has slowed in the second half of 2023, an early sign labor market activity may be beginning to cool.



UNEMPLOYMENT RATE, SEASONALLY ADJUSTED (M) SOURCE: BUREAU OF LABOR STATISTICS, HRPDC

	Nov '22	Oct '23	Nov '23	Trend
Hampton Roads	3.3%	3.4%	3.3%	▼
Virginia	3.2%	2.7%	2.9%	▲
United States	3.6%	3.8%	3.7%	▲

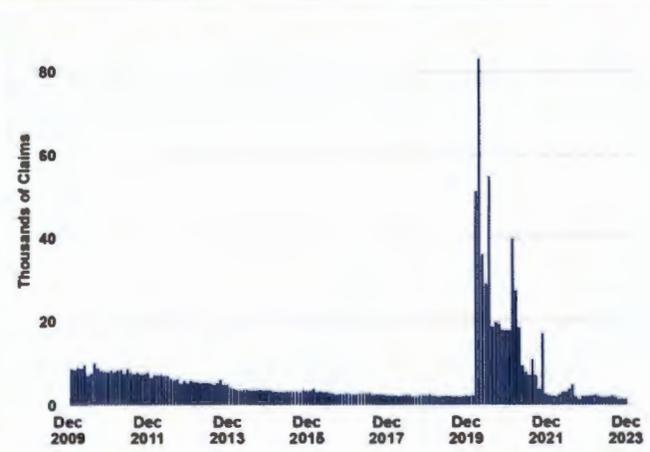
Unemployment Rate: The unemployment rate reflects the percentage of the labor force actively seeking work but unable to obtain a position. In November 2023, the Hampton Roads unemployment rate fell to 3.3%, a 0.1 percentage point decline from the previous month. The region's unemployment rate remains at historical lows, and only slightly above the 2.9% observed in February 2020.



INITIAL UNEMPLOYMENT CLAIMS, SEASONALLY ADJUSTED (M) SOURCE: VIRGINIA DEPT OF LABOR, HRPDC

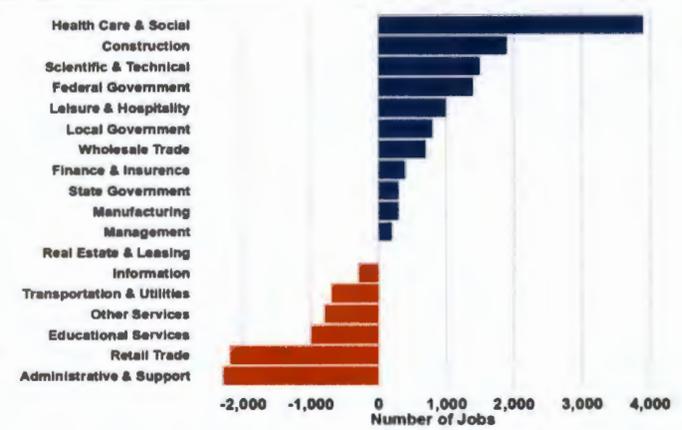
	Nov '23	Dec '23	Trend
Hampton Roads	1,590	1,536	▼
Virginia	7,769	7,774	▲

Initial Unemployment Claims: The number of initial unemployment claims is a leading economic indicator reflecting those who are forced to leave work unexpectedly, thus revealing the strength of the job market with little lag time. In December 2023, the number of initial claims filed for unemployment decreased from the previous month. Claims filed in December were 33.7% below the level of claims filed in February 2020, a signal the region's labor market remains tight.



JOB GROWTH BY INDUSTRY (DEC, YEAR-OVER-YEAR) SOURCE: BUREAU OF LABOR STATISTICS, HRPDC

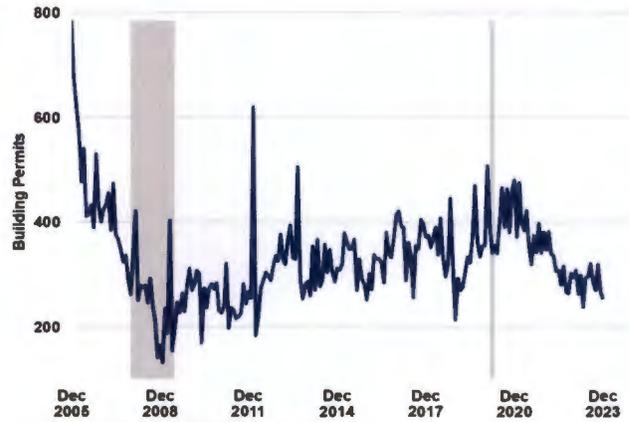
Civilian Job Growth by Industry: As the job market grows or contracts, there will be some industries whose experience does not resemble the regional trend. In December, more than half of the major industries experienced an increase in payroll employment. (jobs) compared to December 2022. The largest gains were in Healthcare and Social Assistance, which added 3,900 jobs when compared to December 2022. Construction (+1,900) and Scientific & Technical (+1,500) recorded the second and third largest gains. The Administrative & Support industry was down 2,300 jobs year over year, followed by Retail Trade (-2,200) and the Education Services (-1,000) sectors.



SINGLE FAMILY HOUSING PERMITS, SEASONALLY ADJUSTED (M) SOURCE: US CENSUS BUREAU, HRPDC

	Dec '22	Nov '23	Dec '23	Trend
Hampton Roads	294	268	253	▲

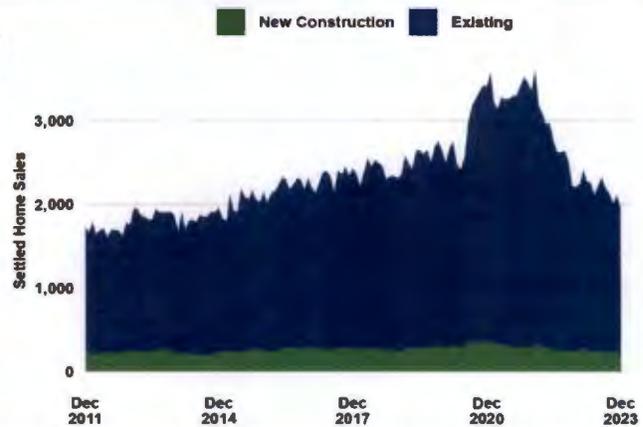
Single Family Housing Permits: Permit data signals the level of construction employment and confidence regarding the future trajectory of the local economy. When seasonally adjusted, there were 253 new construction permits issued for single family homes in December 2023, a 5.4% decrease from the previous month. The number of permits issued in 2023 were down 8.7% year over year and remain 15.6% below the number of permits issued in 2019. A higher interest rate environment will continue to pose challenges to this indicator in the short term.



NUMBER OF HOMES SOLD, SEASONALLY ADJUSTED (M) SOURCE: REIN, HRPDC

	Dec '22	Nov '23	Dec '23	Trend
Hampton Roads	2,203	2,113	1,950	▼

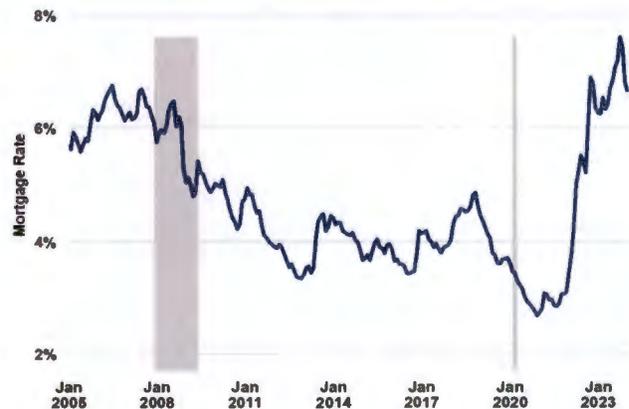
Home Sales: Settled home sales measure the level of transactions in the real estate market over time, and a healthy real estate market should have a consistent level of activity. Seasonally adjusted, total settled home sales fell to 1,950 in December, a decrease of 7.7% from the previous month. New home sales, representing 10.2% of total sales, fell 15.4% from November. The sale of existing homes, the remaining 89.8% of total home sales, fell 6.4% month-over-month. Compared to the same month last year, total sales in December had decreased 14.6%.



30-YEAR FIXED RATE MORTGAGE AVERAGE (M) SOURCE: FREDDIE MAC, HRPDC

	Jan '23	Dec '23	Jan '24	Trend
United States	6.3%	6.8%	6.6%	▲

30-Year Mortgage Rate: The 30-year fixed-rate mortgage represents the average interest rate paid by borrowers on newly issued mortgage loans, and these rates typically fluctuate in tandem with interest rate cycles. Shifts in the cost of borrowing for housing have a substantial influence on housing market trends. The mortgage rate has declined from the peak in the Summer of 2023 as December marks the third straight month of declines in the mortgage rate. Until the Fed institutes rate cuts, we should expect the mortgage rate to remain at historical highs.



Hampton Roads Planning District Commission
Meeting – February 15, 2024
The Regional Building
723 Woodlake Drive, Chesapeake, Virginia
Agenda

Lunch – Noon (757 Room)
Call to Order – 12:30 PM (Regional Board Room)

- ✓ 1. Call to Order
- ✓ 2. Approval/Modification of Agenda [*Action Requested*]
- ✓ 3. Public Comments
 - A. Submitted Public Comments
 - B. Public Comment Period
- ✓ 4. Executive Director's Report
- ✓ 5. Community Advisory Committee Report
6. Consent Agenda [*Action Requested*]
 - A. Meeting Minutes – January 18, 2024 Commission Meeting
 - B. Treasurer's Report – December 2023
- ✓ 7. Regional Housing Assessment Update – Shernita Bethea, HRPDC [*Action Requested*]
8. Climate Pollution Reduction Grant – Whitney Katchmark, HRPDC
9. General Assembly/Regional Legislative Agenda – Robert Crum, HRPDC
10. Upcoming Meetings
11. Technical Committee Meeting Summaries
12. Old/New Business
13. Adjournment

**HAMPTON ROADS
PLANNING DISTRICT COMMISSION
MEETING**

**Lunch will be available in the 757 Room at Noon
The meeting will begin at 12:30 PM in the Regional Board Room
723 Woodlake Drive, Chesapeake**

- 1. Call to Order**
- 2. Approval/Modification of Agenda [Action Requested]**
- 3. Public Comments**

A. Submitted Public Comments

There were no submitted public comments since the last HRPDC meeting. Any written public comments received after the preparation of this agenda will be announced at the meeting.

B. Public Comment Period

Members of the public are invited to address the Commission. Each speaker is limited to three minutes.

4. Executive Director's Report

The Executive Director's Report is included as Attachment 4.

5. Community Advisory Committee Report

The HRPDC/HRTPO Community Advisory Committee (CAC) held a regularly scheduled meeting on February 8, 2024 at the Regional Building in Chesapeake. The agenda/discussion items for this meeting included briefings on the Improving Hampton Roads Passenger Rail Service report and Hampton Roads Economic Forecast as well as a presentation from the violence interrupter program, Ketchmore Kids, Inc. The next CAC meeting is scheduled for Thursday, April 11, 2024.

6. Consent Agenda [Action Requested]

A. Meeting Minutes – January 18, 2024 Commission Meeting

The minutes from the January 18, 2024 Commission meeting are included as Attachment 6A.

B. Treasurer's Report – December 2023

The Statement of Revenues and Expenditures for the activities of December 2023 is included as Attachment 6B.

Action Requested: The HRPDC should consider action to approve the February 15, 2024 Consent Agenda.

7. Regional Housing Assessment Update – Shernita Bethea, HRPDC [*Action Requested*]

During the October 19, 2024 HRPDC meeting, the Commission took action to authorize staff to proceed in establishing the components of the Regional Housing Assessment and identify funding sources. The Regional Housing Working Group met recently to discuss the framework of the study as well as funding opportunities needed to cover the costs associated with developing the assessment.

Ms. Shernita L. Bethea, HRPDC Housing Administrator, will provide an update on the draft scope of work and brief the Commission on funding opportunities being pursued and the need to establish a match/in-kind contribution.

Action Requested: The HRPDC should consider action to authorize staff to:

- ***Proceed in applying for and securing funding for the study.***
- ***Draft and send an HRPDC letter of support to Virginia Housing to apply for a regional grant on behalf of all cities, counties and towns.***
- ***Initiate a per-capita special assessment to the HRPDC member localities to satisfy the match for the regional assessment.***
- ***Prepare and release a Request for Proposals (RFP) to initiate the formal selection process to procure consultant services to execute the study.***

8. Climate Pollution Reduction Grant – Whitney Katchmark, HRPDC

The HRPDC is the recipient of a Climate Pollution Reduction Planning Grant (CRPG) from the U.S. Environmental Protection Agency (EPA). Staff is wrapping up the development of a Priority Climate Action Plan (PCAP), which is due March 1, 2024, and is coordinating regional discussion to identify candidate projects for implementation grant applications, which are due April 1, 2024.

Ms. Whitney S. Katchmark, HRPDC Principal Water Resources Engineer, will brief the Commission on this topic.

This item is presented for information and discussion by Commission members.

9. General Assembly/Regional Legislative Agenda – Robert Crum, HRPDC

The HRPDC/HRTPO Regional Legislative Priorities brochure was previously distributed and is available online at <https://online.fliphtml5.com/ruevh/eqwa/?1707240073#p=1>.

Mr. Robert A. Crum, Jr., HRPDC/HRTPO Executive Director, will provide an update on the HRPDC/HRTPO Regional Legislative Agenda.

This item is presented for information and discussion by Commission members.

10. Upcoming Meetings

March 21, 2024

Disaster Housing in Virginia Beach
University Presidents
Hampton Roads Regional Design Standards
Regional Energy Roadmap

April 2024

No Meeting per Regional Meeting Schedule

May 16, 2024

Fiscal Year 2025 Budget
Fiscal Year 2025 Work Program
Emergency Management Showcase
Economic Benchmarking
Per- and Polyfluorinated Substances (PFAS)

June 2024

No Meeting per Regional Meeting Schedule

July 18, 2024

Out Migration in Hampton Roads
Strategic Planning

11. Technical Committee Meeting Summaries

Summaries of HRPDC Technical Committee meetings held since the last Commission meeting are included in [Attachment 11](#).

12. Old/New Business

13. Adjournment

GENERAL ASSEMBLY/ REGIONAL LEGISLATIVE AGENDA

The Executive Director visited the General Assembly on several days over the past month to advocate for items included in the Hampton Roads Planning District Commission



(HRPDC)/Hampton Roads Transportation Planning Organization (HRTPO) Regional Legislative Agenda. The Executive Director is scheduled to provide a presentation to the

Hampton Roads Caucus on February 8. An update on the status of the HRPDC/HRTPO regional legislative priorities will be provided to the HRPDC at its February 15 meeting.



BIRTHPLACE OF AMERICA TRAIL (BoAT)

On February 6, the Executive Director and HRTPO Deputy Executive Director attended a meeting of the Tidewater Trail Alliance at the Virginia Peninsula Chamber in Newport News. The agenda included a presentation by RVA757Connects on the value that biking and walking trails bring to communities and the importance of the BoAT/Virginia Capital Trail Extension in efforts to connect the Hampton Roads and Richmond regions. The HRPDC/HRTPO representatives outlined potential routing options for the construction of the trail in the James City County and Williamsburg areas.

REGIONAL HOUSING ASSESSMENT WORKGROUP MEETING

The HRPDC Housing Workgroup met on January 30 at the Regional Building and continued discussions on efforts to launch a regional housing assessment for Hampton Roads. Agenda topics included an overview of the work of the Regional Housing Assessment Working Group, a presentation of a draft Scope of Work for this effort, and a review of funding needs and sources to support the Assessment. A briefing on the proposed Regional Housing Assessment will be provided at the February 15 HRPDC meeting.

SOUTHSIDE NETWORK AUTHORITY

The Southside Network Authority (SNA) held its regularly scheduled meeting on January 12 at the Regional Building. The HRPDC staff continues to support the efforts of the SNA Board. Agenda items included an update on the construction of the fiber ring and discussions with WHRO regarding a potential partnership to leverage the fiber ring as a public education opportunity.





On a separate track, the HRPDC staff is working with the cities of Hampton and Newport News to evaluate options for the extension of the fiber ring from the Southside to the Peninsula.

VIRGINIA PENINSULA CHAMBER

The HRPDC/HRTPO Executive Director serves as an Ex-Officio Board member for the Virginia Peninsula Chamber and attended the Chamber's January 25 board meeting that was held at the Newport News Marriot in City Center at Oyster Point.

VIRGINIA ASSOCIATION OF PLANNING DISTRICT COMMISSIONS (VAPDC)

The Executive Director attended the VAPDC Board and Executive Directors meeting on February 2, which was held at the offices of PlanRVA in Richmond. Agenda items included a discussion with representatives of Virginia Housing and a briefing on Federal Funding Opportunities with a representative of Capitol Funding Solutions.

OTHER MEETINGS AND EXECUTIVE DIRECTOR OUTREACH

- Facilitated a meeting of the Regional Public Information Officers on January 16
- Attended the Virginia Transit Association's Transit Advocacy Day at the General Assembly on January 22
- Facilitated a meeting between SPSA representatives and the Chief Administrative Officers/Representatives of the SPSA localities on January 24 to discuss emerging opportunities/technologies for waste management
- Participated in the Leadership Exchange Planning meeting on January 31
- Participated in a meeting of the Regional Roundtable on February 6

ADMINISTRATION/MANAGEMENT

- Completion of contract negotiations with the Organization's new IT managed services vendor
- Oversight for continued improvements at the Regional Building
- Recruitment efforts for the Technology Manager position
- Mid-year personnel meetings
- Financial management support for the HRPDC, HRTPO, HRTAC, HRMFFA and SNA
- Mid-year budget update and discussion with the HRPDC/HRTPO Personnel and Budget Committee

**Hampton Roads Planning District Commission
Minutes of January 18, 2024 Meeting**

The January 18, 2024 meeting of the Hampton Roads Planning District Commission (HRPDC) was called to order by the Chair at 12:34 p.m. in the Regional Board Room located at 723 Woodlake Drive in Chesapeake, Virginia with the following in attendance:

Commissioners in Attendance:

Douglas Pons, Chair (WM)	Patrick Roberts (NO)
Shannon Glover, Vice-Chair (PO)	Danica Royster (NO)
Randy Keaton, Treasurer (IW)	Andria McClellan (NO)*
Amanda Newins (CH)*	Randy Wheeler (PQ)
Christopher Price (CH)	Michael Stallings (SM)
Debbie Ritter (CH)	Albert Moor (SU)
Brian Solis (CH)	Walter Hardy (SY)
Carol Steele (GL)	Patrick Duhaney (VB)
Steven Brown (HA)	Barbara Henley (VB)
Mary Bunting (HA)	Joash Schulman (VB)
Donnie Tuck (HA)	Sabrina Wooten (VB)
Joel Acree (IW)	Andrew Trivette (WM)
Ruth Larson (JC)	Sheila Noll (YK)
Scott Stevens (JC)	Mark Bellamy (YK)
Courtney Doyle (NO)	

Commissioners Absent:

Ella Ward (CH)	Gordon Helsel (PQ)
Amanda Jarratt (FR)	William Gillette (SH)
Gregory McLemore (FR)	Brian Thrower (SH)
Phillip Bazzani (GL)	Steven Bowman (SM)
Alan Archer (NN)	Leroy Bennett (SU)
Phillip Jones (NN)	Melissa Rollins (SY)
Cleon Long (NN)	Robert Dyer (VB)
Kenneth Alexander (NO)	Amelia Ross-Hammond (VB)
Mimi Terry (PO)	Chris Taylor (VB)

Executive Director:

Robert A. Crum, Jr., Secretary

Other Participants:

Mark Geduldig-Yatrofsky (CAC)
Eoghan Miller (NN)
David Harrison (SY)

**Late arrival or early departure*

Others Recorded Attending:

Audra Hansen (American Financial Network); Brian DeProfio (Hampton); Donald Campbell (Mode5); Angela Hopkins (Newport News); Brenda Roberts (U.S. Delegate Jen Kiggans' Office); Diane Kaufman (U.S. Senator Tim Kaine's Office); Drew Lumpkin (U.S. Senator Mark Warner's Office); Mabinty Scott (Virginia Beach Resident); and Greg Grootendorst, Kelli Arledge, Shernita Bethea, Robert Cofield, Emma Corbitt, Katie Cullipher, Rebekah Eastep, Simone Elmore, KC Filippino, Nikki Johnson, Whitney Katchmark, Sara Kidd, Matt Klepeisz, Ben McFarlane, Cynthia Mulkey, Keith Nichols, Ivy Ozmon, Pavithra Parthasarathi, Jill Sunderland, Joe Turner, Christopher Vaigneur, Eric Walberg, and Sheila Wilson (HRPDC/HRTPO Staff).

Introduction of New Commission Members

Chair Douglas Pons introduced new Commission members as follows:

- Ms. Ruth Larson, James City County Board of Supervisors Chair
- Mr. Walter Hardy, Surry County Board of Supervisors Member

Approval/Modification of Agenda

Chair Pons called for a motion to approve the January 18, 2024 agenda as presented.

Motion: Commissioner Shannon Glover Moved to approve the Agenda as presented; seconded by Commissioner Joash Schulman. The Motion Carried.

Public Comments

Mr. Robert Crum, HRPDC Executive Director, stated that there were no submitted public comments. He invited members of the public to address the Commission. There were no requests to provide public comment.

Executive Director's Report

Mr. Crum referenced his monthly report in the agenda packet and mentioned a few items of interest for Commission member information.

Mr. Crum invited Ms. Whitney Katchmark, HRPDC Principal Water Resources Engineer, to brief the Commission on the Climate Pollution Reduction Grant (CPRG).

Ms. Katchmark stated that the CPRG is a program of the Environmental Protection Agency (EPA) that provides grants for efforts to reduce greenhouse gas emissions and other harmful air pollution. To address this grant, two committees were formed: a Technical Committee comprised of local government staff, and a Steering Committee that, in addition to local government staff, includes staff from Hampton Roads Transit (HRT), Hampton Roads

Sanitation District (HRSD), Dominion Energy, the Port of Virginia, Virginia Clean Cities, Sierra Club, and the Virginia Department of Environmental Quality (DEQ).

The HRPDC contracted with ICF Consulting to assist in preparing the Primary Climate Action Plan (PCAP), which needs to be submitted by March 1, 2024. Measures for the PCAP that the Committees developed include Electric Vehicle (EV) infrastructure and municipal building upgrades, and Ms. Katchmark expressed her confidence that this timeline could be met. However, the requirements for implementation grants are complex, and applications are due on April 1, 2024. Therefore, the Steering Committee is evaluating whether applications would be submitted for these grants.

Mr. Crum invited Ms. Katie Cullipher, HRPDC Principal Environmental Education Planner, to brief the Commission on the Recycling, Education, and Outreach Grant.

Ms. Cullipher stated that the HRPDC was one of 25 nationwide recipients to receive the Recycling, Education, and Outreach Grant in November 2023. The goal is to improve the effectiveness of residential and community recycling programs through public education and outreach. Starting in March, Hampton Roads will be receiving \$1.96 million over a three-year period.

To administer the program, HRPDC staff will work closely with locality staff to collect local recycling program information, execute benchmarking surveys, deploy recycling software, distribute educational and promotional materials, and execute advertising and public relations campaigns.

Ms. Cullipher added that the application was most likely selected due to the existing collaborative network among the 17 Hampton Roads jurisdictions and the regional *Start Smart, Recycle Right* campaign.

Mr. Crum stated that Suffolk reported on its Great American Clean-Up efforts at the previous Chief Administrative Officers (CAOs) meeting. Commissioner Albert Moor noted that during the two two-day clean-up events, more than 1,300 bags of trash were collected by over 1,000 volunteers. Locality staff, which was allowed to take an afternoon off to help with the clean-up as a team-building measure, and many businesses and organizations, such as Sentara, Bon Secours, and Amazon, were involved. He added that it was a successful effort, and Suffolk would continue to participate in the clean-ups in 2024.

Mr. Crum presented pictures of the newly added Hampton Roads mural in the Regional Building. He recognized Ms. Abbey Turner for her incredible chalk artwork and thanked her father, Mr. Joseph Turner, HRPDC Communications Manager, for coordinating this effort.

Lastly, Mr. Crum introduced Ms. Emma Corbitt, who joined the HRPDC in the role of Resilience Planner.

**Commissioner Andria McClellan arrived*

Employee Recognition

Mr. Crum recognized several employees for their service to the HRPDC and for reaching a milestone anniversary. He and the Commission members applauded Ms. Cynthia A. Mulkey, Senior Administrative Assistant, for five years of service; Ms. Rebekah J. Eastep, Senior Environmental Education Planner, and Ms. Felecia Williams, Director of First Impressions (Receptionist), for ten years of service; Mr. Benjamin J. McFarlane, Chief Resilience Officer, for fifteen years of service; and Ms. Sara J. Kidd, Senior Regional Planner, for twenty years of service.

Community Advisory Committee Report

Mr. Mark Geduldig-Yatrofsky, Chair of the Community Advisory Committee (CAC), reported that the last meeting was held at the Elizabeth River Project Facility in Norfolk on December 14, 2023. The main focus of the meeting was to review the bylaws.

Election of Officers

The HRPDC Bylaws provide that, at its Annual Meeting in January, the Commission will elect a Chair, Vice-Chair, Secretary, and Treasurer to serve during the upcoming year. The Chair and Vice-Chair must come from separate localities and be elected officials. The offices of Secretary and Treasurer must be voted on an annual basis but need not be elected officials and may succeed themselves.

On behalf of the Nominating Committee, Commissioner Andria McClellan reported the following members be brought forth to continue to serve as officers for the Commission for 2024:

- Williamsburg Mayor Douglas Pons for Chair
- Portsmouth Mayor Shannon Glover for Vice-Chair
- Isle of Wight County Administrator Randy Keaton for Treasurer
- HRPDC Executive Director Robert Crum for Secretary

Chair Pons asked if any Commission Members present wished to make further nominations. Hearing none, he closed nominations.

Motion: Commissioner Ruth Larson Moved to accept the nominations as presented; seconded by Commissioner Joash Schulman. The Motion Carried.

Consent Agenda

The Consent Agenda included the following items for consideration and approval:

- Meeting Minutes – November 16, 2023 Commission Meeting
- Treasurer’s Report – November 2023
- Fiscal Year 2024 Budget Amendment
- Contract for Management of Information Technology Services
- Calendar Year 2024 Regional Meeting Schedule

Motion: Commissioner Joel Acree Moved to approve the Consent Agenda as presented; seconded by Commissioner McClellan. The Motion Carried.

Hampton Roads 2024 Economic Forecast

Ms. Nikki Johnson, HRPDC Regional Economist, briefed the Commission on the 2024 Hampton Roads Economic Forecast.

Ms. Johnson began her presentation by summarizing the calendar year 2023. She stated that while many economists predicted a recession, the U.S. Gross Domestic Product (GDP) expanded. On an annualized rate, the real GDP increased by 4.9% in the third quarter, the highest growth rate since 2021 and almost twice the historical average of 2.5%.

The most recent increase in GDP growth was primarily driven by consumer spending. During the pandemic, excess savings accumulated, and despite persistent inflation and increased borrowing rates, retail sales continued to grow. Historically, retail sales increased by 13% since February 2020, and increased by 22% over the last decade. This increased drive is still ongoing but will most likely not be sustainable in the long term. If borrowing costs remain high, retail sales will likely subside leading to slower growth in 2024.

At its peak in June 2022, the monthly inflation rate was 9%. By December 2023, the rate decreased significantly to 3.3% and continues moving closer to the target rate of 2%. While inflation during the pandemic was mainly driven by durables and non-durables, the most recent inflation is driven by services.

The long-term average growth of the national payroll employment is about 120,000 jobs per month. In 2023, the job growth for the U.S. slowed notably but still surpassed the historical growth rate. While Hampton Roads’ labor force recovery was falling behind relative to the state and the nation, the level of employment and civilian labor force exceeded 2019; therefore, a full recovery of the labor force was achieved. Additionally, the unemployment rates for the region, the state, and the country remain at historical lows.

Civilian job growth has not yet recovered from the pandemic and is 4,000 jobs below the numbers observed in February 2020. Civilian job growth in Hampton Roads was 0.5%, whereas the U.S. achieved 3% and Virginia 2%. Job growth in Hampton Roads has been

slower compared to the U.S. and Virginia, which is a trend that was also noticeable before the pandemic.

The job recovery by industry shows that the sectors most affected during the pandemic are also the ones taking the longest to recover. Retail trade and administrative/support realized the largest decrease since November 2019. The most increases were achieved in scientific/technical and construction.

The main drivers of Hampton Roads' economy are tourism, the Department of Defense (DOD), and the Port of Virginia. The leisure & hospitality sector, which was most affected by the pandemic, has not yet fully recovered to pre-pandemic numbers, but it outperformed the U.S. and Virginia. DOD spending in Hampton Roads increased year-over-year, reaching \$14.1 billion in 2023. The port experienced a slight decline in cargo volume but is still elevated from the pre-pandemic level. If global trade volumes decrease in 2024, the port's expansion projects will most likely insulate it from the general downward trend.

Retail sales are significantly above pre-pandemic levels and remain elevated nationally and in Hampton Roads. A slowdown is predicted for 2024 due to decreases in consumer spending.

Home sales in Hampton Roads reached a historic boom of 3,600 during the pandemic. To curb inflation, the Federal Reserve increased the interest rates, which caused mortgage rates to increase and led to a fundamental decline in home sales. In October 2023, sales reached 2,000, which is the lowest since 2015. The Federal Reserve did not signal any rate increases, and interest rates are predicted to stay at this level for a longer timeframe.

While the demand and sale of homes decreased, the increasing mortgage rates caused home prices to rise. The average price of a house in Hampton Roads as of October 2023 was \$333,000, compared to \$251,000 in the month before the pandemic. The housing inventory shows that it took 2.9 months to sell a house prior to the pandemic. At the height of the pandemic, it fell to a low of one month. In October 2023, the timeframe rebounded to 1.7 months. Unless supply increases significantly to meet demand sufficiently, housing prices will continue to grow. The average home value in the U.S. was 98.1% higher than in January 2014. With an increase of 58.4%, housing prices in Hampton Roads tend to be less volatile and move slower.

The 2024 Economic Forecast predicts a general slowdown, but there is no reason to anticipate a recession. The real GDP in Hampton Roads and nationally is expected to decrease. Whether it will lead to a recession depends on many uncertainties and challenges. Additionally, a possible federal budget shutdown makes forecasting difficult, especially for Hampton Roads, which is so reliant on federal spending.

Commissioner McClellan inquired if the data on hotel revenue included short-term rentals. Ms. Johnson commented that there are data sets regarding the private rental market and that she will get back to her with additional information.

Mr. Crum referred to the Economic Monthly handout, which was distributed in advance of the meeting. He encouraged the Commissioners to contact Ms. Johnson if there were any questions or topics they would like analyzed.

The 2024 Hampton Roads Economic Outlook presentation is available on the HRPDC website using the following link

[https://www.hrpdcva.gov/uploads/docs/011824%20PDC%2009 Presentation%202024 %20Economic%20Forecast.pdf](https://www.hrpdcva.gov/uploads/docs/011824%20PDC%2009%20Presentation%202024%20Economic%20Forecast.pdf).

Chair Pons called for a motion to release the 2024 Economic Forecast as presented.

Motion: Commissioner Sheila Noll Moved to approve the release of the 2023 Economic Forecast; seconded by Commissioner Larson. The Motion Carried.

**Commissioner Amanda Newins departed*

Parking Lot Improvement

Ms. Jill Sunderland, HRPDC Senior Water Resources Planner, briefed the Commission on the planned parking lot improvements.

Ms. Sunderland stated that most development projects include a parking lot as they are essential for business. However, parking lots paved with impervious surfaces, such as asphalt or concrete, allow rainwater to enter the storm drain, potentially contributing to downstream flooding. Additionally, as the water flows over the pavement, it picks up pollutants, such as fertilizer, gasoline, or litter. Another impact that traditional parking lots have on the environment is that they create urban heat islands, with temperatures 20 to 40 degrees higher than in surrounding areas.

The HRPDC received a Local Watershed Implementation Grant from DEQ. This grant money was used to contract with A. Morton Thomas and Associates (AMT) Engineering to design the parking lot project. The construction will be financed through a DEQ implementation fund grant, other grants, and a match from the HRPDC. The goal is to complete the parking lot retrofit by the end of 2024.

Ms. Sunderland highlighted stormwater practices that will be included in the parking lot upgrade:

- Permeable Pavement
 - Reduces impervious area without losing functionality
 - Retains stormwater onsite
- Precast Porous Concrete Panels from Stormcrete
 - Quality control
 - Faster and simpler installation

- Modular (removable/replaceable)
- Less likely to ice over
- First Stormcrete project in Hampton Roads
- Innovation to Reduce Maintenance
 - Stamped grooves in concrete trap sediment
 - Less maintenance for porous concrete
 - Third pilot in the country to use this technology developed by the Ohio State University
- Bioretention Basin
 - Connect islands with landscaped bed
 - Pollutant removal and runoff reduction
- Native Plants

Additional features of the improved parking lot design include recycled rubber car stops, EV charging stations, and educational signage.

Chair Pons thanked Ms. Sunderland and stated that the retrofit provides an opportunity to showcase forward-thinking and innovative technology.

The parking lot improvement presentation is available on the HRPDC website using the following link

[https://www.hrpdcva.gov/uploads/docs/011824%20PDC%2010 Presentation%20Parking%20Lot%20Improvement.pdf](https://www.hrpdcva.gov/uploads/docs/011824%20PDC%2010%20Presentation%20Parking%20Lot%20Improvement.pdf).

Retreat Feedback

Mr. Greg Grootendorst, HRPDC Deputy Executive Director, provided feedback on the retreat-style meeting held on November 16, 2023.

Planning District Commissions (PDC) were established in 1968 by the Regional Cooperation Act. There are 21 PDCs in Virginia with the purpose of encouraging and facilitating local government cooperation and state-local cooperation. Furthermore, PDCs promote efficient development of the region by serving local governments.

Mr. Grootendorst highlighted the program areas of the HRPDC, which include Emergency Management (EM), Environmental Education, Housing & Human Services, Planning & Economics, Water Resources, and DEI & Title VI/Civil Rights. HRPDC's goals include coordination and consensus building, facilitation and convening, support, leadership, and monitoring.

Feedback provided by Commission members after the retreat-style meeting in November 2023 included the following:

- Interest in expanding collaboration regarding juvenile detention and mental health issues

- Improved collaboration among the localities in collecting and seamlessly integrating GIS data
- Addressing issues in a collaborative manner enables localities to learn from each other
- EM is proactive in preparing for disasters; there is interest in a better understanding of regional coordination concerning EM
- Interest in a regional approach to local government workforce issues that would provide mutual benefit to localities across the region
- The HRPDC provides an avenue to provide a coordinated response to the Commonwealth on local issues
- Using Light Detection and Ranging (LiDAR) data for planning efforts related to flooding

Mr. Grootendorst also shared feedback gathered from the staff members. Staff agreed that the retreat was an excellent opportunity to interact with the Commission members, but the time limit did not allow them to detail all the program products. Better communication regarding HRPDC initiatives and the use of technology to solicit input were suggested as opportunities for improvements.

Chair Pons mentioned that it was good to interact with the HRPDC staff members, and it helped to understand what the HRPDC is doing as an organization that benefits the communities.

The HRPDC Retreat Recap presentation is available on the HRPDC website using the following link

[https://www.hrpdcva.gov/uploads/docs/011824%20PDC%2011 Presentation%20Retreat%20Feedback.pdf](https://www.hrpdcva.gov/uploads/docs/011824%20PDC%2011%20Presentation%20Retreat%20Feedback.pdf).

Commissioner Randy Keaton asked Ms. Johnson if she could provide a breakdown of the housing prices concerning tiers, demographics, and locations. Ms. Johnson responded that she could analyze the data by housing type and locality. Filtering by demographics would be more difficult, but she will explore the options.

Upcoming Meetings

Mr. Crum noted that the next Commission meetings are scheduled for February 15, 2024 and March 21, 2024.

Advisory Committee Minutes

Mr. Crum stated that the HRPDC/HRTPO Chief Administrative Officers (CAO) Committee meeting minutes approved since the last Commission meeting were included for Commission member information.

Technical Committee Meeting Summaries

Mr. Crum indicated that summaries of HRPDC Technical Committee meetings held since the last Commission meeting were included in the agenda for information purposes.

For Your Information

Mr. Crum referenced the correspondence of interest included in the agenda packet.

Old/New Business

Commissioner Donnie Tuck suggested hosting a Commission meeting on the Peninsula. Mr. Crum agreed and stated that a meeting could be held on the Peninsula if the necessary technology were available.

Chair Pons encouraged the Commissioners to reach out to HRPDC staff for any presentations to their City Council or Board of Supervisors.

Commissioner McClellan mentioned the Leadership Exchange of the Hampton Roads Chamber will be hosted in Tampa Bay, FL, from April 24 through April 27, 2024. She stated that the event presents opportunities to connect with the business community, the military, and non-profit organizations and encouraged the Commission members to attend.

Adjournment

With no further business to come before the Commission, the meeting adjourned at 1:54 p.m.

Douglas G. Pons
Chair

Robert A. Crum, Jr.
Executive Director/ Secretary

FISCAL YEAR 2024
12/31/23
STATEMENT OF REVENUES AND EXPENDITURES
50% OF FISCAL YEAR COMPLETE

REVENUES	Annual Budget	Previous YTD	Current Month	YTD	% Received /Expended
State PDC Revenue	\$ 165,943	\$ 82,971		\$ 82,971	50%
DEQ	257,000	12,650.00		12,650.00	5%
Housing DHCD/ Portsmouth/ Chesapeake/loW	767,477	-		-	0%
Virginia Housing VAPDC Grant	513,073	226,713.00		226,713.00	44%
Virginia Housing VHDA Spac Grant	5,000	-		-	0%
Natl Fish & Wildlife Foundation	441,540	-		-	0%
Water Quality Assessment	467,502	-		-	0%
VDEM	1,534,409	467,267.91		467,267.91	30%
Local Jurisdiction Membership Dues	1,664,260	1,145,861.00	71,427	1,217,287.75	73%
Local Jurisdiction Programs	1,876,792	1,430,448.00	100,031	1,530,478.50	82%
HRMFFA	40,000	-		-	0%
HR Economic Development Site Readiness	3,996,000	35,514.00		35,514.00	1%
DCR Community Flood Preparedness Fund Grant	90,000	-		-	0%
MIR - Installation Resilience	250,135	20,235.62		20,235.62	8%
Solid Waste Planning Unit	20,000	-		-	0%
Southside Network Authority	72,000	-	31,799	31,799.27	44%
FA Telecommunications	25,978,282	1,200,000.00	673,093	1,873,093.22	7%
Start Smart, Recycle Right Program	33,333	-		-	0%
SALES, INTEREST & MISC	157,575	214,400.40	49,143	263,542.98	167%
VDOT-PL SEC 112	4,148,857	453,902.14		453,902.14	11%
HRTAC	290,185	-	39,535	39,534.87	14%
HRTAC - SEIS Feasibility Study	600,000	-	136,700	136,700.04	23%
VDRPT 5303/ Pass Through	1,412,807	189,064.00		189,064.00	13%
SP&R	58,000	21,447.61		21,447.61	37%
Special Contracts/Deferred/Pass Through	1,397,731	-	-	-	0%
Total Revenue	46,237,901	5,500,475	1,101,727	6,602,202	14%
EXPENDITURES					
PERSONNEL	\$ 6,009,462	\$ 1,836,874	\$ 348,038	\$ 2,184,913	36%
STANDARD CONTRACTS	131,480	89,470	\$ 671	90,141	69%
SPECIAL CONTRACTS/PASS THROUGH	39,307,673	3,027,556	\$ 522,508	3,550,064	9%
OFFICE SERVICES	789,286	150,536	\$ 16,504	167,040	21%
INDIRECT COSTS	-	612,671	116,085	728,756	0%
Total Expenses	46,237,901	5,717,108	1,003,806	6,720,914	15%
TOTALS	\$ -	\$ (216,633)	\$ 97,921	\$ (118,712) *	

* HRTPO grants operate on a quarterly reimbursement basis; as such the total YTD does not reflect the commission's current financial position.

MEETING SUMMARY
askHRgreen.org Environmental Education Committees

The askHRgreen.org Environmental Education Committees met in January to discuss the following ongoing programs and initiatives:

askHRgreen.org Recycling & Beautification Committee - January 9, 2024

- The Committee learned about the Share the Air campaign and opportunities to match cigarette litter prevention messaging with programs to promote smoke free public spaces.
- The Committee is beginning to work on implementation plans for two grants: the DEQ Competitive Litter Grant for the development of litter prevention education resources and the EPA Consumer Recycling Education and Outreach grant for a three year comprehensive regional recycling campaign.
- The Committee discussed a continuation of the regional polystyrene education project to include resource development for restaurants and additional public education opportunities with WHRO.
- The Committee began promotion of the Hampton Roads Great American Cleanup happening across the region on March 22-23, 2024.

askHRgreen.org Fats, Oils, & Grease Education Committee - January 16, 2024

- The Committee has finalized the *Hampton Roads Regional Technical Standards for Grease Control Devices* with approval by the Directors of Utilities Committee.
- The Committee is developing HRFOG certification training videos for food service establishment employees and grease haulers. The videos will be incorporated into the new TalentLMS platform which will improve the online training and certification process.

askHRgreen.org Stormwater Education Committee - January 19, 2024

- The Committee is implementing the FY24 Chesapeake Bay Restoration Fund grant (\$17,355) which will include pet waste stations, rain barrel workshops, and environmental education kits. New environmental education kits for 3rd grade students and affordable rain barrel workshops will be available this spring.
- The Committee developed outreach materials for fundraiser car wash kits which are available for use in all localities to mitigate the potential for polluted runoff created during outdoor fundraiser car wash activities.
- The Committee distributed a winter newsletter to Bay Star Homes participants.

askHRgreen.org Water Awareness Committee - No meeting in January

Hampton Roads Transportation Planning Organization
Board Meeting – February 15, 2024
The Regional Board Room
723 Woodlake Drive, Chesapeake, Virginia
Agenda
Call to Order – 10:30 a.m.

- ✓ 1: Call to Order
- ✓ 2: Approval of Agenda [**Action Requested**]
- ✓ 3: Public Comments
 - A. Submitted Public Comments
 - B. Public Comment Period (*limit 3 minutes per individual*)
- ✓ 4: Executive Director's Report
- ✓ 5: Commonwealth Transportation Board Members Update
- ✓ 6: Virginia Department of Transportation Update
- ✓ 7: Virginia Department of Rail and Public Transportation Update
- ✓ 8: Virginia Passenger Rail Authority
- ✓ 9: Virginia Port Authority Update
- ✓ 10: Hampton Roads Transit and Williamsburg Area Transit Authority Updates
- ✓ 11: Freight Transportation Advisory Committee Update
- ✓ 12: Community Advisory Committee Update
- ✓ 13: Military Liaisons Update
- ✓ 14: Airport Representatives Update
- ✓ 15: Hampton Roads Passenger Rail Service Update – *Robert Case and Quan McLaurin, HRTPO*
- ✓ 16: Williamsburg Area Transit Authority Briefing – *Matthew Scalia, WATA*
- ✓ 17: Regional Trails Update – *Pavithra Parthasarathi, HRTPO*
- ✓ 18: Approval of Consent Agenda [**Action Requested**]
 - A. Minutes from the January 18, 2024 HRTPO Board Meeting
 - B. HRTPO Financial Statement
 - C. HRTPO Emergency Vehicle Preemption
 - D. FY 2024-2027 Transportation Improvement Program (TIP) Amendment – Roadway Safety and Transit Asset Management/Safety Performance Measures Targets

E. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Exempt Conformity Projects

F. FY 2024-2027 Transportation Improvement Program (TIP) Amendments *Non-Exempt Conformity Projects*

19: HRTPO Board Three Month Tentative Schedule

20: For Your Information

21: Old/New Business

22: Adjournment

ITEM #1: CALL TO ORDER

The Hampton Roads Transportation Planning Organization (HRTPO) Board meeting is scheduled to be called to order by the chair at 10:30 a.m.

ITEM #2: APPROVAL OF AGENDA [Action Requested]

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires consideration by the HRTPO Board should be submitted at this time, as opposed to under "Old/New Business."

RECOMMENDED ACTION:

Approve the agenda.

ITEM #3: PUBLIC COMMENTS

A. Submitted Public Comments

There were no submitted public comments. Any written public comments received after the preparation of this agenda will be announced at the meeting.

B. Public Comment Period (*limit 3 minutes per individual*)

Members of the public are invited to address the HRTPO Board. Each speaker is limited to three minutes.

ITEM #4: EXECUTIVE DIRECTOR'S REPORT

The Executive Director will provide a report to the HRTPO Board.

Attachment 4

GENERAL ASSEMBLY/ REGIONAL LEGISLATIVE AGENDA

The Executive Director visited the General Assembly on several days over the past month to advocate for items included in the Hampton Roads Planning District Commission



(HRPDC)/Hampton Roads Transportation Planning Organization (HRTPO) Regional Legislative Agenda.

The Executive Director is scheduled to provide a presentation to the

Hampton Roads Caucus on February 8. An update on the status of the HRPDC/HRTPO regional legislative priorities will be provided to the HRPDC at its February 15 meeting.



BIRTHPLACE OF AMERICA TRAIL (BoAT)

On February 6, the Executive Director and HRTPO Deputy Executive Director attended a meeting of the Tidewater Trail Alliance at the Virginia Peninsula Chamber in Newport News. The agenda included a presentation by RVA757Connects on the value that biking and walking trails bring to communities and the importance of the BoAT/Virginia Capital Trail Extension in efforts to connect the Hampton Roads and Richmond regions. The HRPDC/HRTPO representatives outlined potential routing options for the construction of the trail in the James City County and Williamsburg areas.

REGIONAL HOUSING ASSESSMENT WORKGROUP MEETING

The HRPDC Housing Workgroup met on January 30 at the Regional Building and continued discussions on efforts to launch a regional housing assessment for Hampton Roads. Agenda topics included an overview of the work of the Regional Housing Assessment Working Group, a presentation of a draft Scope of Work for this effort, and a review of funding needs and sources to support the Assessment. A briefing on the proposed Regional Housing Assessment will be provided at the February 15 HRPDC meeting.

SOUTHSIDE NETWORK AUTHORITY

The Southside Network Authority (SNA) held its regularly scheduled meeting on January 12 at the Regional Building. The HRPDC staff continues to support the efforts of the SNA Board. Agenda items included an update on the construction of the fiber ring and discussions with WHRO regarding a potential partnership to leverage the fiber ring as a public education opportunity.





On a separate track, the HRPDC staff is working with the cities of Hampton and Newport News to evaluate options for the extension of the fiber ring from the Southside to the Peninsula.

VIRGINIA PENINSULA CHAMBER

The HRPDC/HRTPO Executive Director serves as an Ex-Officio Board member for the Virginia Peninsula Chamber and attended the Chamber's January 25 board meeting that was held at the Newport News Marriot in City Center at Oyster Point.

VIRGINIA ASSOCIATION OF PLANNING DISTRICT COMMISSIONS (VAPDC)

The Executive Director attended the VAPDC Board and Executive Directors meeting on February 2, which was held at the offices of PlanRVA in Richmond. Agenda items included a discussion with representatives of Virginia Housing and a briefing on Federal Funding Opportunities with a representative of Capitol Funding Solutions.

OTHER MEETINGS AND EXECUTIVE DIRECTOR OUTREACH

- Facilitated a meeting of the Regional Public Information Officers on January 16
- Attended the Virginia Transit Association's Transit Advocacy Day at the General Assembly on January 22
- Facilitated a meeting between SPSA representatives and the Chief Administrative Officers/Representatives of the SPSA localities on January 24 to discuss emerging opportunities/technologies for waste management
- Participated in the Leadership Exchange Planning meeting on January 31
- Participated in a meeting of the Regional Roundtable on February 6

ADMINISTRATION/MANAGEMENT

- Completion of contract negotiations with the Organization's new IT managed services vendor
- Oversight for continued improvements at the Regional Building
- Recruitment efforts for the Technology Manager position
- Mid-year personnel meetings
- Financial management support for the HRPDC, HRTPO, HRTAC, HRMFFA and SNA
- Mid-year budget update and discussion with the HRPDC/HRTPO Personnel and Budget Committee

ITEM #5: COMMONWEALTH TRANSPORTATION BOARD MEMBERS UPDATE

The Commonwealth Transportation Board (CTB) members are invited to address the HRTPO Board.

ITEM #6: VIRGINIA DEPARTMENT OF TRANSPORTATION UPDATE

The Virginia Department of Transportation (VDOT) representative is invited to address the HRTPO Board.

ITEM #7: VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION UPDATE

The Virginia Department of Rail and Public Transportation (DRPT) representative is invited to address the HRTPO Board.

ITEM #8: VIRGINIA PASSENGER RAIL AUTHORITY

The Virginia Passenger Rail Authority (VPRA) representative is invited to address the HRTPO Board.

ITEM #9: VIRGINIA PORT AUTHORITY UPDATE

The Virginia Port Authority (VPA) representative is invited to address the HRTPO Board.

ITEM #10: HAMPTON ROADS TRANSIT AND WILLIAMSBURG AREA TRANSIT AUTHORITY UPDATES

The Hampton Roads Transit (HRT) and Williamsburg Area Transit Authority (WATA) representatives are invited to address the HRTPO Board.

ITEM #11: FREIGHT TRANSPORTATION ADVISORY COMMITTEE UPDATE

The Freight Transportation Advisory Committee (FTAC) representative is invited to address the HRTPO Board.

ITEM #12: COMMUNITY ADVISORY COMMITTEE UPDATE

The Community Advisory Committee (CAC) representative is invited to address the HRTPO Board.

ITEM #13: MILITARY LIAISONS UPDATE

Military liaisons for the U.S. Coast Guard (USCG), the Joint U.S. Air Force (USAF) and U.S. Army (USA), and the U.S. Navy (USN) are invited to address the HRTPO Board.

ITEM #14: AIRPORT REPRESENTATIVES UPDATE

The Norfolk Airport Authority (NAA) and Peninsula Airport Commission (PAC) representatives are invited to address the HRTPO Board.

ITEM #15: HAMPTON ROADS PASSENGER RAIL SERVICE UPDATE
Robert Case and Quan McLaurin, HRTPO

Over the years, HRTPO staff, in collaboration with stakeholders, has engaged in efforts to enhance passenger rail service to and from Hampton Roads. As part of the “Passenger Rail Planning” work identified in the FY 2023 Unified Planning Work Program (UPWP), HRTPO staff explored the location and cause of travel time delays for existing service using GPS data. Additionally, staff investigated preliminary ideas for projects of independent utility for improving passenger rail service to and from Hampton Roads.

The analysis and findings were presented to the Transportation Technical Advisory Committee (TTAC) at its July 5, 2023 meeting. The HRTPO Board approved the Improving Passenger Rail Service for Hampton Roads report at their October 19, 2023 meeting.

After the HRTPO Board approved this report October 19, 2023, an advocate of Richmond’s Shockoe Hill African Burying Ground submitted comments on the report to HRTPO staff. The report has been revised by HRTPO staff in response to the comments.

The *Improving Passenger Rail Service for Hampton Roads: Draft Revised Report* is available on the HRTPO website using the following link:

<https://www.hrtpo.org/uploads/docs/T23-10%20-%20Improving%20Hampton%20Roads%20Passenger%20Rail%20Service.pdf>

Dr. Robert Case, HRTPO Chief Transportation Engineer, and Mr. Quan McLaurin, HRPDC/HRTPO Diversity, Equity, Inclusion (DEI) & Title VI/Civil Rights Liaison, will brief the HRTPO Board on this item.

RECOMMENDED ACTION:

For informational purposes.

ITEM #16: WILLIAMSBURG AREA TRANSIT AUTHORITY BRIEFING
Matthew Scalia, WATA

The HRTPO closely coordinates regional transit partners including Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), and Suffolk Transit. WATA provides a transportation system to residents and visitors of James City County, the City of Williamsburg, and York County. WATA operates 12 fixed routes.

Mr. Matthew Scalia, WATA Executive Director, will present the HRTPO Board with an update of WATA's current operations, future initiatives, challenges, and opportunities. As it recovers from low ridership and reduced services from the pandemic, it is posturing for growth in ridership and services to meet the needs of the Historic Triangle.

RECOMMENDED ACTION:

For informational purposes.

ITEM #17: REGIONAL TRAILS UPDATE
Pavithra Parthasarathi, HRTPO

The Hampton Roads region has a system of existing and planned regional active transportation trails in Hampton Roads that provide connectivity, recreational opportunities, and various benefits to the communities, residents, and visitors. When complete, the system of existing and planned regional trails will allow users to walk and bike from Richmond to Fort Monroe on the Peninsula and proceed over the Jamestown Ferry to the Virginia Beach Oceanfront on the Southside. Over the past few years, HRTPO staff, locality, and regional stakeholders have actively engaged in efforts to advance the trail segments.

Ms. Pavithra Parthasarathi, HRTPO Deputy Executive Director, will brief the HRTPO Board on the status and ongoing planning efforts to advance active transportation in the region.

RECOMMENDED ACTION:

For informational purposes.

ITEM #18: APPROVAL OF CONSENT AGENDA [*Action Requested*]

A. Minutes from the January 18, 2024 HRTPO Board Meeting

Minutes from the January 18, 2024 HRTPO Board meeting are attached.

Attachment 18A

RECOMMENDED ACTION:

Approve the minutes.

**Hampton Roads Transportation Planning Organization
Board Meeting Minutes of January 18, 2024**

The January 18, 2024 meeting of the Hampton Roads Transportation Planning Organization (HRTPO) Board was called to order by the Chair at 10:35 a.m. in the Regional Board Room at 723 Woodlake Drive in Chesapeake, Virginia.

HRTPO Voting Members in Attendance:

William McCarty, Chair (IW)
Rick West (CH)
Bobby Cutchins (FR)
Donnie Tuck (HA)
Ruth Larson (JC)
Courtney Doyle (NO Alternate)
Shannon Glover (PO)
Mike Duman (SU)

Robert Dyer (VB)
Doug Pons (WM)
Thomas Shepperd (YK)
Zach Trodgon (DRPT Alternate)
William Harrell (HRT)
Christopher Hall (VDOT)
Karen Davis (WATA Alternate)
Cathie Vick (VPA Alternate)

HRTPO Nonvoting Members in Attendance:

Chris Price (CH)
Carol Steele (GL)
Mary Bunting (HA)
Randy Keaton (IW)
Scott Stevens (JC)
Patrick Roberts (NO)
Randy Wheeler (PQ)

Al Moor (SU)
Patrick Duhaney (VB)*
Andrew Trivette (WM)
Mark Bellamy (YK)
Mark Geduldig-Yatrofsky (CAC)
Bob Eveleigh (FTAC)
Mark Perryman (NAA)

HRTPO Executive Director:

Robert A. Crum, Jr.

HRTPO Other Participants:

Ella Ward (CH)*
Eoghan Miller (NN)

Wayne Coleman (CTB)*
David Dees (USN)

HRTPO Voting Members Absent:

Phillip Bazzani (GL)
Phillip Jones (NN)
Gordon Helsel, Vice-Chair (PQ)

William Gillette (SH)
Senator Mamie Locke (GA)
Delegate Jeion Ward (GA)

HRTPO Nonvoting Members Absent:

Amanda Jarratt (FR)
Alan Archer (NN)
Mimi Terry (PO)
Brian Thrower (SH)
Thomas Nelson (FHWA)

Jeffrey Breeden (FAA)
Terry Garcia Crews (FTA)
John Borden (PAC)
Greg Campbell (VDOA)

HRTPO Staff in Attendance:

Pavithra Parthasarathi
Rob Case
Kyle Gilmer
Kathlene Grauberger
Matthew Harrington

John Mihaly
Keith Nichols
Jeff Raliski
Dale Stith

**Denotes late arrival or early departure*

Other Recorded Attending:

Brian DeProfio (HA); Angela Hopkins (NN); Keith Darrow (NO); Kevin Page (HRTAC); Lorna Parkins and Paul Prideaux (Michael Baker International); Donald Campbell (Mode5); Barb Nelson (POV); Michael King (U.S. Navy); Brenda Roberts (U.S. Representative Jen Kiggans' Office); Drew Lumpkin (U.S. Senator Mark Warner's Office); Diane Kaufman (U.S. Senator Tim Kaine's Office); Erin Belt and Todd Halacy (VDOT); and Kelli Arledge, Rob Cofield, Emma Corbitt, Simone Elmore, Greg Grootendorst, Matt Klepeisz, Andrew Margason, Cynthia Mulkey, Joseph Turner, Chris Vaigneur, Eric Walberg, and Sheila Wilson (HRPDC Staff)

Chair William McCarty welcomed new HRTPO Board member James City County Supervisor Ruth Larson.

Approval of Agenda

Chair McCarty asked for a motion to approve the January 18, 2024 HRTPO Board meeting agenda.

Motion: Supervisor Thomas Shepperd Moved to approve the agenda as presented; seconded by Mayor Donnie Tuck. The Motion Carried.

Public Comments

Mr. Robert Crum, HRTPO Executive Director, reported that there were no submitted public comments since the last HRTPO Board meeting.

Members of the public were invited to address the HRTPO Board. There were no in-person requests to comment.

**Mr. Patrick Duhaney arrived*

Executive Director's Report

Mr. Crum referenced his monthly report included in the agenda packet and offered to answer any questions. Hearing none, he provided an update on two main transportation-related items being discussed during this General Assembly session.

Considering the formation of a Primary and Secondary Roads Fund is one of the position statements included in the Regional Legislative Agenda to monitor and support or oppose proposed legislation as appropriate. The HRTPO Board has discussed possibly supporting legislation to increase the regional sales and use tax from seven-tenths of a penny to a full cent to provide the region with the resources to address primary and secondary road construction needs. Mr. Crum indicated there have been conversations on this topic and there may be interest in submitting a bill.

Continuing efforts to mitigate the impact of the Downtown and Midtown Tunnel tolls on Hampton Roads residents is one of the legislative priorities included in the Regional Legislative Agenda. Mr. Crum reported that Senator L. Louise Lucas has been discussing this issue with the current administration.

Chair McCarty stated that a Primary and Secondary Roads Fund would be a significant benefit to the region. He indicated that if legislation is not introduced this year, then perhaps next year, this item should be a legislative priority that the HRPDC/HRTPO actively advocates to advance.

Mayor Donnie Tuck commented that Secretary of Transportation W. Sheppard Miller, III previously stated that if the HRTPO Board had requested a full cent in 2013, then tolls could have been removed for the Coleman Bridge and the Midtown Tunnel. He shared his opinion that there are other projects in need of funding. He said that if there is current interest in the General Assembly, then the HRTPO Board should support a bill being presented during this session rather than waiting until next year.

Supervisor Thomas Shepperd asked why the formation of a Primary and Secondary Roads Fund item was a position statement rather than a legislative priority.

Mr. Crum responded that the HRTPO Board's direction was to include the item as a position statement that the HRTPO would monitor and support as appropriate.

Supervisor Shepperd asked if anyone was speaking with General Assembly members regarding support for the formation of the Primary and Secondary Roads Fund.

Chair McCarty responded that he had discussions with several General Assembly members before the start of the session but has experienced difficulty reaching state legislators for support since the session began.

Supervisor Shepperd stated that when he presented the item to the York County Board of Supervisors as suggested at the last HRTPO Board meeting, the suggestion was well received by the public. He indicated that the condition of the primary and secondary roads that residents use to drive to work is one of the biggest complaints. He explained that every HRTPO Board member who represents constituents needs to discuss this item with their state representatives.

Mayor Robert Dyer stated that he appreciates the obvious need for funds to improve the condition of local primary and secondary roads, but he is reluctant to even consider supporting an increase

of the regional sales and use tax until he can speak to the Virginia Beach City Council and get public feedback.

Chair McCarty thanked the HRTPO Board members for the discussion.

Employee Recognition

Mr. Crum stated that during the Annual Meeting each year, he enjoys the opportunity to acknowledge the employees who achieved a milestone anniversary during the past year.

He recognized HRTPO Chief Transportation Engineer Rob Case for 30 years and HRTPO Transportation Analyst III Jeff Raliski for five years of dedicated service to the organization and region.

Mr. Crum and the HRTPO Board members applauded Dr. Case and Mr. Raliski.

Commonwealth Transportation Board (CTB) Members Update

Mr. Wayne Coleman reported that the CTB met during the previous week and completed the negotiations and decisions on revisions to the SMART SCALE process. He encouraged application submissions and indicated that Secretary Miller would like to focus on project quality over quantity. Mr. Coleman indicated that he looked forward to working through the process and reviewing applications.

Virginia Department of Transportation (VDOT) Update

Mr. Christopher Hall provided the HRTPO Board with an update on several major projects. He reported that approximately 61% of the first new tunnel for the Hampton Roads Bridge Tunnel (HRBT) expansion project has been excavated. Mr. Hall also reported that, depending on the weather, approximately two weeks remained of final paving operations for the High-Rise Bridge expansion project. He stated that unfortunately, the lane closures for paving need to happen during the day due to temperature restrictions.

He indicated that the conversion of the high occupancy vehicle (HOV) lanes between I-264 and I-464 to managed lanes will begin in the eastbound direction from the I-264 Interchange towards the High-Rise Bridge. The process will happen at night and will include removing the diamonds from the pavement, adding double white lines, and unveiling signage. Mr. Hall suggested referring people with questions to the Hampton Roads Express Lanes (HREL) website www.64expresslanes.org. Public access to the full segment will first open for a one- to two-week period in a non-toll environment to allow drivers time to learn the entry and exit points between I-264 and Bowers Hill.

Mr. Hall concluded his remarks with an update on the James River Bridge project. He indicated that the next closure to continue replacing cables will be from February 2, 2024 through February 6, 2024.

Chair McCarty thanked VDOT for quickly completing the first portion of the project and reopening the bridge early. He encouraged HRTPO members to urge their residents to sign up for text updates from VDOT.

Virginia Department of Rail and Public Transportation (DRPT) Update

Mr. Zach Trogdon reported that DRPT's Fiscal Year (FY) 2025 grant cycle was open with funding applications due on February 1, 2024. Mr. Trogdon stated that DRPT provides both operating and capital funding to multiple agencies in addition to the region's transit agencies, and he looked forward to working with all agencies to advance their goals. Mr. Trogdon concluded his remarks by indicating that Ms. Jennifer DeBruhl, DRPT Executive Director, announced that she is retiring in June.

Virginia Port Authority (VPA) Update

Ms. Cathie Vick stated that VPA was continuing to progress on several Port of Virginia (POV) projects. Ms. Vick reported that in November, VPA achieved two-way traffic on the east side of the Thimble Shoal Channel. She stated that once the widening on the west side of the channel is complete, there will be two-way traffic in and out of the harbor.

Ms. Vick announced that the dredging of the Newport News Channel, managed by the United States Army Corps of Engineers (USACE), is also complete, and the USACE was able to reuse some of the material to add capacity at Craney Island. The USACE will start work on the Norfolk Harbor Inner Channel in February and proceed on the Atlantic Ocean Channel Phase I. Additionally, the USACE has given notice to proceed on Atlantic Ocean Channel Phase 2, so all segments have been contracted, and the entire project is expected to be complete in early 2025.

The central rail yard expansion at Norfolk International Terminal (NIT) is complete. The POV is incorporating the additional rail lifts and storage tracks into the terminal operating system and expects to be fully operational by April. The VPA has also broken ground at North NIT, and is converting to rail-mounted gantry cranes. Ms. Vick stated that the VPA continues to use innovative technologies to be more efficient operationally and to reduce emissions with a target to achieve net zero emissions by 2040. She concluded her remarks by announcing that 100% of POV's electricity is now coming from clean sources obtained as a result of a power purchase agreement with Dominion Energy and a rider with Rappahannock Electric Cooperative.

Hampton Roads Transit (HRT) Update

Mr. William Harrell reported that the TRAFFIX team is promoting vanpooling as a convenient, cost-effective way to get to work. Mr. Harrell stated that the TRAFFIX program not only serves the six member cities of HRT but also the larger planning area. The program announced an increased monthly stipend of \$500 for all new and existing vanpools. TRAFFIX vanpool commuters are also eligible for the Guaranteed Ride Program, which provides riders with transportation from work to home or point of origin during unexpected events.

Williamsburg Area Transit Authority (WATA) Update

Ms. Karen Davis provided an update on WATA's construction projects. The Northern Transfer Center project's design is 60% complete, and the renovation and expansion of the Operations and Maintenance Facility project's design is 100% complete. Ms. Davis also announced that WATA will begin their mobile ticketing in April.

Freight Transportation Advisory Committee (FTAC) Update

Mr. Robert Eveleigh stated that he did not have an update. The next FTAC meeting is scheduled for March 13, 2024.

Community Advisory Committee (CAC) Update

Mr. Mark Geduldig-Yatrofsky reported that the CAC held a regularly scheduled meeting on December 14, 2023 at the Elizabeth River Project in Norfolk. The agenda/discussion items for this meeting focused on the HRPDC's Coastal Resiliency Program. The CAC was separately provided an update on the HRPDC's Climate Pollution Reduction Grant (CPRG) efforts, and a CAC subcommittee has been reviewing the CAC's bylaws. The next CAC meeting is scheduled for Thursday, February 8, 2024.

Military Liaisons Updates

Captain David Dees reported that Vice Admiral Christopher "Scotty" Gray assumed command of Navy Installations Command (NIC), and one of Vice Admiral Gray's priorities is improving quality of life/service, which involves transportation. Captain Dees indicated that when deciding how to best serve sailors, the U.S. Navy is looking at creative and non-traditional solutions.

Captain Dees indicated that the Navy has experienced success with Defense Community Infrastructure Program (DCIP) funding, and he thanked the HRTPO Board for their continued support in that area, but he explained that DCIP is only a small aspect of the federal funding available. He said that while the military can only apply for a limited amount of grants, the Navy is considering collaborative efforts at the local, regional, and state levels. He encouraged the HRTPO Board members to consider mutually beneficial opportunities to partner with the Navy in grant applications to improve the quality of life/service.

Peninsula Airport Commission (PAC) Update

There was no PAC representative present.

Norfolk Airport Authority (NAA) Update

Mr. Mark Perryman announced that Norfolk International Airport (ORF) experienced another record-breaking year that exceeded 4.5 million passengers, which is 10.6% over the previous

record-breaking year. Furthermore, the airlines are projecting an additional 10% increase in activity and seats that the airlines will be providing to ORF in the coming year.

Mr. Perryman reported that a new route with four times a week daily non-stop service to San Diego will be offered by Breeze Airways beginning May 1, 2024. He added that all ORF's seasonal destinations were returning, and Southwest announced weekly flights from St. Louis to Norfolk beginning June 8, 2024.

Mr. Perryman also announced that four major projects will be breaking ground and under construction this year, including the Concourse A extension, the U.S. Customs and Border Patrol International Arrivals facility, the Moving Walkway across the Sky Bridge, and the onsite Courtyard by Marriott hotel. He indicated that the temporary cell phone lot created in November 2022 has been so successful, that NAA decided to build a new one in a better location. He shared that live music from the lobby continues every Friday and food trucks will now be onsite every Thursday.

Mr. Perryman added that he expects the findings from the Regional Aviation Assessment to be available by the next meeting. He concluded his remarks by requesting bus service to the airport. He said he often sees workers walking in from Military Highway and Norview Avenue, which is dangerous, and bus service is the number one request from employees.

Election of Officers

Chair McCarty recognized Nominating Committee member Mayor Tuck to present the Committee's recommendations to the HRTPO Board for consideration.

Mayor Tuck indicated that during the October 19, 2023 meeting of the HRTPO Board, Chair McCarty requested that the HRTPO Nominating Committee prepare recommendations of nominees for the officer positions for the upcoming year. He reported that the Committee recommended the following members be brought forth to continue to serve as officers of the HRTPO Board for 2024:

- Chair – Isle of Wight Board of Supervisors Chair William McCarty
- Vice-Chair – Poquoson Mayor Gordon Helsel
- Secretary – HRTPO Executive Director Bob Crum

Mayor Tuck asked if any member present wished to make further nominations.

Hearing none, Chair McCarty closed nominations.

Motion: Mayor Douglas Pons Moved to approve the election of officers as recommended by the Nominating Committee; seconded by Mayor Dyer. The Motion Carried.

**Dr. Ella Ward departed*

Regional Connectors Study Phase III – Step 4: Final Documentation and Recommendations

Mr. Crum introduced Ms. Pavithra Parthasarathi, HRTPO Deputy Executive Director, to provide background information on the Regional Connectors Study (RCS).

Ms. Parthasarathi indicated that in October 2016, the HRTPO Board endorsed the widening of HRBT along with other projects for Hampton Roads Transportation Accountability Commission (HRTAC) funding. Included in the action was a commitment to review and further study the Hampton Roads Crossing Study (HRCS) Supplemental Environmental Impact Statement (EIS) alternatives. The RCS was initiated by the HRTPO in 2018 with funding from HRTAC. Michael Baker International (MBI) served as the consultant team leading this effort, and Dr. Camelia Ravanbakht served as the independent project coordinator. The joint RCS Steering (Policy) Committee and Working Group, comprised of locality staff, elected representatives, and other regional stakeholders, has overseen the study over the past five years.

At the joint RCS Steering (Policy) Committee and Working Group meeting held on December 12, 2023, the consultant team provided a briefing summarizing the Phase III efforts, including the tiering recommendations, study documentation, and next steps. Following the presentation, the RCS Steering (Policy) Committee and Working Group members unanimously voted to approve the RCS Final Summary Report and Phase III Technical Document. The members also recommended HRTPO Board acceptance.

Ms. Parthasarathi introduced Ms. Lorna Parkins, MBI RCS Project Co-Manager, to brief the HRTPO Board on the final documentation and recommendations of the study.

Ms. Parkins began her presentation with an overview of the RCS process. The study, which examined transportation options that connect the Peninsula and Southside across the Hampton Roads Harbor, was conducted over three phases. As part of this study, the consultant team actively engaged with the localities, regional stakeholders, and the public in all study phases to discuss and hear the perspectives on the assumptions, findings, and recommendations.

The RCS can be used as a reference document in the future when regional stakeholders are ready to revisit/advance the study recommendations. The study preserves and memorializes all the benefits, concerns, and issues of the study's five mandated segments, which included the following two widening segments and three new connector segments:

1. I-664 Widening from College Drive in Suffolk to I-64 in Hampton
2. VA 164 Widening
3. VA 164 Connector
4. I-564 Connector
5. I-664 Connector

The Phase III analysis started with both a qualitative and quantitative evaluation. The qualitative evaluation factors included project readiness and environmental permitting issues, while the quantitative evaluation compared the project cost to the regional benefits. The regional benefits

analysis focused on delay reduction across the regional network as well as improvements in travel efficiency and reliability. There was a marked difference between the findings for the widening segments in comparison to the three connector segments. The widening segments were designated as Tier I and were recommended for HRTPO evaluation through the prioritization process for the 2050 LRTP. The connector segments were designated as Tier II and were recommended for HRTPO inclusion in the Regional Transportation Vision Plan.

The final analysis of Phase III was a stress test of the draft tiering recommendations, which included scenario analysis and traffic operations analysis. The Tier I segments were consistently the most cost-effective with the greatest increment in regional benefits. The stress test findings supported the Tier I and Tier II recommendations.

The feedback received from this engagement has been incorporated into the RCS deliverables. In addition, based on comments received during the Phase III engagement, the study team developed a report that summarizes the process and key findings of all three RCS study phases, including updates and critical issues of each segment, a summary of the public engagement, and study tiering recommendations. The Summary Report also incorporates verbatim a position statement from all the localities and regional stakeholders involved in this study regarding their perspectives on benefits, issues, and concerns for each of the five study segments.

The RCS Final Summary Report, Phase III Technical Document, and other study deliverables are available at: [Resources – HRTPO \(connectorstudy.org\)](#).

Ms. Parkins' full presentation is available on the HRTPO website using the following link: <https://www.hrtpo.org/uploads/docs/011824%20TPO%2017%20Presentation%20Regional%20Connectors%20Study%20%28RCS%29.pdf>

Motion: Mayor Dyer Moved to accept the RCS study deliverables, documentation, and tiering recommendations as presented; seconded by Mayor Rick West. The Motion Carried.

Carbon Reduction Program Project Selection Process

Mr. Crum introduced Mr. John Mihaly, HRTPO Principal Transportation Planner, to brief the HRTPO Board on the Carbon Reduction Program (CRP) Project Selection Process.

Mr. Mihaly introduced Ms. Erin Belt, VDOT Decarbonization Lead/Environmental Division, to first provide a summary of VDOT's Carbon Reduction Strategy (CRS).

Ms. Belt began her presentation by describing that the program's purpose is to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions. There are other emissions associated with transportation, but the CRP is specific to carbon dioxide emissions from on-road highway sources.

As part of the development of the strategy, which is the product of the program, VDOT was required to consult with Metropolitan Planning Organizations (MPO) throughout the state, including the HRTPO. In 2023, VDOT conducted a Six-Year Improvement Plan survey, an MPO survey, an MPO information and consultation meeting, one-on-one MPO meetings, and a VAMPO Peer-to-Peer meeting.

Ms. Belt presented a schematic of the VDOT CRS development schedule illustrating the significant amount of MPO and stakeholder outreach. The feedback received was critical in providing a document that is comprehensive for the state and non-restrictive in what the program can fund.

The product was due to FHWA in November 2023, and VDOT is waiting to hear about the certification of the strategy document. FHWA has allowed for a 90-day review, so the certification is expected no later than February 2024. Once the FHWA has certified that the process followed the program guidance requirements, VDOT will publicly share the approved CRS.

Ms. Belt concluded her remarks by emphasizing that although the document is not yet certified, VDOT & MPOs may spend CRP monies that have been obligated and allocated. Expenditures that have occurred at the TPO level are independent of the CRS document.

Ms. Belt's full presentation is available on the HRTPO website using the following link:
https://www.hrtpo.org/uploads/docs/011824%20TPO%2018A_Presentation%20VDOT%20Carbon%20Reduction%20Strategy.pdf

Chair McCarty thanked Ms. Belt for her briefing and asked if there were any questions.

Supervisor Shepperd asked for clarification regarding who is responsible for the certification.

Ms. Belt responded that the document is first reviewed by VDOT's division office, which in turn recommends that FHWA approves the certification.

Supervisor Shepperd asked if it was a certification of the process or the study.

Ms. Belt indicated that it is certification of the process used to develop the strategies.

Mr. Mihaly began his presentation about the HRTPO's CRP Project Selection Process with a review of the Fiscal Year (FY) 2022-2029 funding. A total of \$8,235.947 in FY 2022 and FY 2023 CRP funding was allocated by the HRTPO Board to current Congestion Mitigation and Air Quality Improvement (CMAQ) projects with cost overruns and an immediate need for additional funding. Initially, approximately \$32.4 million in funding was available. For the remaining FY 2024-2029, there is approximately \$24.2 million in funding available.

To be eligible for funding, projects must be identified in the Statewide Transportation Improvement Program (STIP) and the Transportation Improvement Program (TIP) and be consistent with the statewide and MPO LRTPs. Additionally, the FHWA does not require but

recommends and encourages that CRP funds be used for transportation projects that reduce emissions while addressing one or more of the following:

- Safety and Complete Streets
- ADA Compliance
- Equity for all Community Members
- Climate Change and Sustainability
- Labor and Work Force Development
- Truck Parking

**Mr. Wayne Coleman departed*

A working group was formed at the June 2023 Transportation Programming Subcommittee (TPS) meeting to develop a process for selecting projects to receive CRP funding for FY 2024-2029. The recommendations developed by the CRP working group and approved by the Transportation Technical Advisory Committee (TTAC) for HRTPO Board consideration are included in the CRP application and are as follows:

- Utilize the current CMAQ application process to determine the emission reduction benefit.
- Utilize the USDOT CMAQ Toolkit or other documented method to determine the carbon reduction benefit of a project.
- Utilize a new application for CRP projects.
- Utilize a Triennial process (the first round will be for FY 2024-2026 funding).
- Place a cap on the lifetime project request of \$3 million.
- Place a cap on the annual project request of \$1 million.
- Utilize a 5% reserve for the inevitability of an increase in project costs.

In addition, HRTPO staff recommend limiting project applications to three per locality and agency for each round of the CRP project selection process.

Pending HRTPO Board approval of the CRP application form and project selection process, the application window will open on January 19, 2024. The deadline for CRP project submittals will be February 19, 2024, and the HRTPO Board will consider approval of projects and allocations for FY 2024-2026 CRP funding in March or May of 2024.

Mr. Mihaly's full presentation is available on the HRTPO website using the following link:
[https://www.hrtpo.org/uploads/docs/011824%20TPO%2018B Presentation%20Carbon%20Reduction%20Program%20Project%20Selection%20Process.pdf](https://www.hrtpo.org/uploads/docs/011824%20TPO%2018B%20Presentation%20Carbon%20Reduction%20Program%20Project%20Selection%20Process.pdf)

Chair McCarty thanked Mr. Mihaly for his presentation and asked if there were any questions.

Supervisor Shepperd commented that one of the project eligibility requirements was that the project must be identified on the STIP. He asked if municipalities still submit their CRP submissions to the HRTPO.

Mr. Mihaly responded that HRTPO staff will score the project submittals.

Supervisor Shepperd asked if HRTPO staff would provide feedback to the municipalities before it was presented to the HRTPO Board for approval.

Mr. Mihaly confirmed that the municipalities would have the score(s).

Motion: Supervisor Shepperd Moved to approve the CRP application form and project selection process as presented; seconded by Mayor Shannon Glover. The Motion Carried.

Fiscal Year 2025 Unified Planning Work Program

Mr. Crum stated that Ms. Parthasarathi would brief the HRTPO Board on the upcoming Unified Planning Work Program (UPWP) and request HRTPO Board member input as staff develops the work elements for the next fiscal year.

Ms. Parthasarathi explained that the UPWP describes the regional transportation planning activities to be performed over the upcoming fiscal year and associated funding. The UPWP is developed by HRTPO staff in coordination with regional transit partners (HRT, WATA, and Suffolk Transit), VDOT, and DRPT. The FY 2025 document will cover work to be performed from July 1, 2024 through June 30, 2025. The UPWP includes regional planning priorities that provide a framework with core activities; other ongoing planning efforts; technical support, research, and special studies; and planning activities by partner agencies.

As the Hampton Roads MPO, the HRTPO is required to complete core activities for the region, which include developing and maintaining the LRTP, Rural Long-Range Transportation Plan (RLRTP), TIP, Performance Management, and Public Participation. The LRTP serves as a transportation blueprint for long-term investments for at least twenty years in the future, while the TIP includes short-term projects advancing in the next four years. Performance Management is comprised of various technical reports, studies, analyses, and processes. The HRTPO informs and engages with the public throughout all work products.

Planning priorities in the current UPWP include active transportation, emerging transportation technologies, equity, increasing safe and accessible transportation options, scenario planning, and resilience of the transportation system. Ms. Parthasarathi asked for HRTPO Board member discussion and feedback on potential topic areas or issues that should be considered as part of the FY 2025 UPWP.

Mr. Parthasarathi's full presentation is available on the HRTPO website using the following link:
[https://www.hrtpo.org/uploads/docs/011824%20TPO%2019 Presentation%20FY2025%20Unified%20Planning%20Work%20Program%20%28UPWP%29.pdf](https://www.hrtpo.org/uploads/docs/011824%20TPO%2019%20Presentation%20FY2025%20Unified%20Planning%20Work%20Program%20%28UPWP%29.pdf)

Chair McCarty suggested including the scope of prioritizing and addressing primary and secondary road improvements.

Mr. Crum indicated that the topic could be focused on through the LRTP.

Supervisor Shepperd cautioned that the program parameters for prioritizing primary and secondary road projects need to be different than the current congestion relief parameters used for prioritizing major road projects.

Mr. Crum confirmed that to use the current Hampton Roads Transportation Fund (HRTF) revenues managed by HRTAC, project submissions need to document maximum congestion relief. He indicated that the primary and secondary road projects are other types of projects that are in the LRTP and are evaluated using additional criteria. Mr. Crum expressed interest in using one of the regularly scheduled HRTPO Board meetings to set up a work session that focuses on the LRTP. He asked Ms. Dale Stith, HRTPO Principal Transportation Planner, to comment further.

Ms. Stith stated that HRTPO staff is working with local technical stakeholders on the 2050 LRTP. She explained that the prioritization tool examines many measures beyond congestion relief when considering regional benefits, including project utility, safety, connectivity, viability, economic benefits, and environmental justice. She indicated that the primary and secondary road projects could be considered for some of the other funding sources included in the LRTP. She added that the LRTP work session to discuss LRTP project ideas for evaluation will be held in the summer.

Mayor West expressed his full support of the HRTPO Board moving forward in support of raising the regional tax rate to address primary and secondary road projects. He said that an increase of three-tenths of a penny would have a small impact on residents but a significant impact on project needs. He also indicated that Northern Virginia and Richmond already have funding processes in place.

Mr. Harrell requested that transit continues to be a priority in the regional planning process and included in the FY 2025 UPWP.

Mr. Crum asked if integrating air traffic service into the overall transportation network should be more prominent in the FY 2025 UPWP.

Chair McCarty indicated that examining how to integrate all modes of transportation should be part of the overall program.

Mr. Perryman agreed that as a mass transit service in the region, air transportation should also be a priority in the overall planning process.

Mr. Crum mentioned the potential impacts of flooding and sea level rise on roads.

Ms. Courtney Doyle affirmed that resilience should be considered for and incorporated into all projects and priorities. She also suggested including federal partners in conversations regarding flooding as there is federal funding available at the local level.

Chair McCarty thanked Mr. Crum for adding ideas for consideration.

Supervisor Shepperd asked Mr. Crum if he has enough staff to consider and examine all these potential topics.

Mr. Crum responded that resources are always a challenge, and he acknowledged that staff effort is spread very broadly. However, he indicated that he wanted to be certain to include HRTPO Board members concerns as priorities and to ensure the region is considering potential growth and transportation opportunities.

Supervisor Shepperd explained that supporting a primary and secondary road fund is not requesting funding but is essentially asking permission to increase the regional sales and use tax. He urged that the supporting data and examples be prepared and made available to share with legislators.

Chair McCarty agreed that was a logical next step.

Chair McCarty thanked Ms. Parthasarathi for her presentation and the HRTPO Board members for the discussion.

Approval of Consent Items

Chair McCarty asked Mr. Crum to briefly describe the Consent Items, which included the following:

- A. Minutes from the November 16, 2023 HRTPO Board Meeting
- B. HRTPO Financial Statement
- C. Fiscal Year 2024 Budget Amendment
- D. Regional Performance Measures and Targets
- E. HRTPO Annual Roadway Performance Report 2023 Edition: Final
- F. State of Transportation in Hampton Roads 2023: Final
- G. Calendar Year 2024 Schedule for the Hampton Roads Regional Meetings: HRPDC/HRTPO/HRTAC/HRMFFA
- H. 2023 CMAQ and RSTP Project Selection Process: Projects and Allocations for FY 2030

Motion: Mayor Glover Moved to approve the Consent Items as presented; seconded by Mayor Pons. The Motion Carried.

HRTPO Board Three-Month Tentative Schedule

Mr. Crum reported that the next HRTPO Board meetings are scheduled for February 15, 2024 and March 21, 2024.

Minutes of HRTPO Advisory Committee Meetings

Mr. Crum stated that links to the HRTPO Advisory Committee meeting minutes approved since the last HRTPO Board meeting were included in the agenda for information purposes.

For Your Information

Mr. Crum referenced the correspondence of interest included in the agenda packet.

Old/New Business

Mr. Trogdon asked Chair McCarty if he could provide an additional DRPT update.

Chair McCarty agreed.

Mr. Trogdon reported that DRPT developed the Virginia Trip Planner so that Virginians can plan multimodal trips with fixed-route transit, on-demand transit, rail, bikeshare, carpool, vanpool, park-and-ride lots, and other transportation options across the Commonwealth. The map-based system is available online and integrated in Virginia commuter assistance services' smartphone applications, making public transportation trip planning more accessible and reachable. Additional information is available online using the following link: <https://connectingva.drpt.virginia.gov/>.

Adjournment

With no further business to come before the HRTPO Board, the meeting was adjourned at 11:58 p.m.

William M. McCarty, Sr.
Chair

Robert A. Crum, Jr.
Executive Director/ Secretary

B. HRTPO Financial Statement

The Statement of Revenues and Expenditures for the activities of December 2023 is attached. This statement reflects the financial status of the HRTPO as a whole.

Attachment 18B

RECOMMENDED ACTION:

Accept the HRTPO Financial Statement.

FISCAL YEAR 2024
12/31/23
STATEMENT OF REVENUES AND EXPENDITURES
50% OF FISCAL YEAR COMPLETE

REVENUES	<u>Budget</u>	<u>Previous YTD</u>	<u>Current Month</u>	<u>YTD</u>	<u>% Received /Expended</u>
VDOT-PL SEC 112	\$ 4,148,857	\$ 453,902	\$ -	\$ 453,902	11%
HRTAC	290,185	-	39,535	39,535	14%
HRTAC - SEIS Feasibility Study	600,000	-	136,700	136,700	23%
VDRPT 5303/ Pass Through	1,412,807	189,064	-	189,064	13%
SP&R	58,000	21,448	-	21,448	37%
Total Revenue	<u>6,509,849</u>	<u>664,414</u>	<u>176,235</u>	<u>840,649</u>	13%
EXPENDITURES					
PERSONNEL	\$ 2,995,311	\$ 902,244	\$ 177,144	\$ 1,079,388	36%
STANDARD CONTRACTS	66,047	44,560	335	44,896	68%
SPECIAL CONTRACTS/PASS THROUGH	3,039,949	372,256	156,529	528,785	17%
OFFICE SERVICES	408,542	74,918	7,839	82,757	20%
INDIRECT COSTS	-	300,934	59,085	360,019	0%
Total Expenses	<u>6,509,849</u>	<u>1,694,913</u>	<u>400,932</u>	<u>2,095,845</u>	32%
TOTALS	<u>\$ -</u>	<u>\$ (1,030,499)</u>	<u>\$(224,697)</u>	<u>\$ (1,255,196)</u>	*

* HRTPO grants operate on a quarterly reimbursement basis; as such the total YTD does not reflect the commission's current financial position.

C. HRTO Emergency Vehicle Preemption

Most Hampton Roads localities have implemented Emergency Vehicle Preemption (EVP) in order to improve emergency response times and to reduce collisions with emergency vehicles. Equipment on each emergency vehicle emits a signal that is detected by sensors at the traffic signal, which is activated to provide a protected green movement to the approaching emergency vehicle and red indications to all other movements.

There was concern that unauthorized vehicles may be preempting the system using illicit equipment. Due to this concern, regional traffic signal preemption was included as part of the Hampton Roads Operations Strategy based on a recommendation from Hampton Roads Transportation Operations (HRTO) Subcommittee members. As part of this effort, the consultant detailed best practices and prepared possible regional preemption coding schemes.

Throughout 2023, the HRTO Subcommittee discussed EVP concerns in each locality and prepared a regional Emergency Vehicle Preemption Agreement. The purpose of the agreement is to:

- Increase the compliance of authorized emergency vehicles
- Increase safety at intersections by periodically measuring the operating capability
- Identify gaps within Hampton Roads where additional funding will directly impact motorist safety

The HRTO Subcommittee approved the draft Emergency Vehicle Preemption Agreement at its January 3, 2024 meeting. The Transportation Technical Advisory Committee (TTAC) was briefed on the Agreement at its February 7, 2024 meeting and recommended approval.

Attachment 18C

RECOMMENDED ACTION:

Approve the Emergency Vehicle Preemption Agreement.

Hampton Roads Transportation Operations (HRTTO) Subcommittee
Hampton Roads Operations Strategy
Regional Emergency Vehicle Preemption Agreement

As part of the Hampton Roads Operations Strategy, the Hampton Roads Transportation Operations (HRTO) Subcommittee has agreed to the following operations strategy for a Regional Approach to Emergency Vehicle Preemption.

HRTO Subcommittee intends to implement Emergency Vehicle Preemption operations in all Hampton Roads jurisdictions to perform the following three functions:

- A. Increase the compliance of authorized emergency vehicles using this safety feature
- B. Increase the safety at intersections by periodically measuring the operating capability
- C. Identify gaps within Hampton Roads where additional funding will directly impact motorist safety.

The following requirements represent the limits of the agreement between stakeholders within the HRTO Subcommittee:

1. Proposal to implement Authorized Emergency Vehicle Preemption operational needs.
2. Regional agreement on which equipment to use.
3. Initial preemption setup and information monitoring.
4. Next steps in preemption administration strategies.
5. Reporting needs and requirements for equipment readiness and violations within the group
 - a. Violation reporting
 - b. Complete vehicle inventory coding for each municipality including private companies.
 - c. Record keeping
6. Maintenance responsibility of intersection traffic equipment and mobile emitters.
7. Private for-profit emergency provider requirements if applicable and as authorized.
8. Coordinate with the Hampton Roads Fire Chiefs Association.
9. Limits of Authorized Emergency Vehicle Preemption coverage.
10. Emergency Vehicle Coding Allocation

Authorized Emergency Vehicle Preemption Proposal

HRTO Subcommittee agrees to continue to standardize the purchase, implementation, and operational performance of Emergency Vehicle Preemption equipment for use within the Hampton Roads Area. This agreement supersedes a previous agreement dated xx/xx/xx and further defines roles and responsibilities to provide better operational goals and increase safety across Hampton Roads.

Equipment Agreement

HRTO Subcommittee agrees to maintain and keep the interoperability of the Hampton Roads Emergency Vehicle Detection System as well as to assess the performance of this system periodically according to goals established within this agreement. To this end, the GTT Opticom 700 Series Infrared System is the agreed upon system. This system makes use of the Opticom 700 Series Infrared Emitters, Detectors, Phase selectors, and Discriminators. This recommended equipment maintains the most up to date Infrared system by GTT and is not completely interoperable with any other Infrared EVP equipment.

Initial Preemption Setup and Monitoring

HRTO Subcommittee agrees that minimizing the misuse of the EVP system is in the Region's best interest. In order to accomplish the goal of reducing misuse, the following steps are envisioned.

- a. Set up, monitor, and document all preemption events relative to each jurisdiction's needs across each operating unit in Hampton Roads using the 700 series (or latest compatible model) detector units.
- b. Implement coding of all authorized emergency vehicles within each jurisdiction in accordance with the agreed upon coding allocation table. Every authorized emergency vehicle within a jurisdiction should have a programmable 792 or 492 emitter so that individual coding at the unit level is possible.
- c. Document and share preemption activity across jurisdictions so that usage trends can be evaluated.
- d. Contact private emergency vehicle operators, if authorized, to outline the process to be a part of this system of Emergency Vehicle Preemption capabilities including the required preemption emitter.
- e. Once documented anomalies are vetted through the group, and operating units are comfortable that no authorized vehicles will be locked out of the system within any jurisdiction, any jurisdiction may coordinate with the Subcommittee to lock down the system specifically to exclude manufacturers codes of 0000 and 0001.

Next steps in preemption administration strategies

Next steps in this process to lock down and administer safe and reliable use of the EVP system in Hampton Roads will be evaluated by the HRT0 Subcommittee for future modification and inclusion into this agreement.

Reporting needs and requirements for equipment readiness and violations within the group

Vehicle Emitter Coding reporting

The allocation of emitter coding should be kept confidential and considered CII/SSI (Critical Infrastructure Information / Sensitive Security Information), such that emitter addresses cannot be known or spoofed by unauthorized users. Each jurisdiction can voluntarily provide the listing of emergency vehicle programming for that agency. It is recommended that the Hampton Roads Transportation Planning Organization (HRTPO) through the HRT0 Subcommittee take the lead on receiving and managing this preemption coding information. In this way, one source of review and accountability is maintained.

A complete vehicle inventory coding for each municipality should be maintained by the Committee for use in evaluating events and identifying external and internal bad actors. The inventory should identify jurisdictions, vehicle identification, coding information, and equipment installed in the vehicle.

Violation reporting

Periodically, reports should be submitted to the HRT0 Subcommittee that outline the top concerns of that agency. Top concerns might be in the form of excessive use of an emitter, no use of an authorized emitter, identification of emitters that are outside of the jurisdiction, and identification of emitters that are coded 0000, and 0001. It is recommended that each jurisdiction voluntarily provide a listing of all anomalous emergency vehicle programming for that agency. It is recommended that the HRT0 Subcommittee take the lead on receiving and managing this preemption coding information. In this way, one source of review and accountability is maintained.

Recommended information to include into periodic reports should include:

- a. Time, date and location of event
- b. Emitter coding of the event

- c. All supporting information related to observed concerns.

Record keeping

It is recommended that the HRTO Subcommittee take the lead on all levels of managing Emergency Vehicle Preemption across Hampton Roads in consultation with the Hampton Roads Fire Chiefs Association. This level of record keeping includes:

- A. Access and review of all private company use of the system
- B. Receiving and managing the vehicle preemption coding information documentation
- C. Receiving and managing violation information documentation
- D. Analyzing and reporting of violation information to HRTO Subcommittee stakeholders
- E. Reporting to the HRTO subcommittee relevant findings and recommendations

Maintenance responsibility of intersection traffic equipment and mobile emitters

It is envisioned that all cost, maintenance and responsibility of Emergency Vehicle Preemption devices will be the responsibility of each Municipality, County, or VDOT stakeholder as resources permit.

Private for-profit emergency provider requirements

Private companies desiring to outfit and equip privately owned emergency vehicles for use of the installed Emergency Vehicle Preemption system within Hampton Roads, if authorized by the Subcommittee in conjunction with the Hampton Roads Fire Chiefs Association, will provide all programming and testing of these vehicle emitters consistent with the manufacturers specifications and paid for by the private for-profit entity seeking use within a stakeholders area. It is expected that private companies wishing to be a part of this program will coordinate with the HRTO Subcommittee stakeholder(s) in the Company's jurisdiction. It is recommended that private companies use outside sources for both emitter equipment installation as well as performance monitoring.

The following factors are established in order to administer and authorize this system for private companies providing emergency services.

- A. Stakeholder municipality, county, or VDOT will issue the vehicle codes based upon jurisdiction in which the company desires to operate.
- B. Codes issued will be in accordance with the issuing jurisdictions' coding standards.
- C. Issuing jurisdiction shall be responsible for reporting who operates each vehicle code within that jurisdiction.
- D. Each jurisdiction will provide oversight of the participants within that jurisdiction and update records periodically.
- E. Jurisdiction agrees to coordinate and report out to the HRTO Subcommittee.

Coordinate with the Hampton Roads Fire Chiefs Association

The Subcommittee will coordinate with the Hampton Roads Fire Chiefs Association to aid in the administration and implementation of authorized emergency vehicle emitter coding.

Limits of Authorized Emergency Vehicle Preemption coverage

The Subcommittee implements this agreement with the understanding that any participating stakeholder will implement coding implementation, maintenance, operation, reporting, and monitoring of EVP emitters and receivers in accordance with that stakeholder's budget and manpower. There are no timelines or priorities for implementation expressed or implied by this agreement.

Proposed EVP Coding Allocation

The preferred Emergency Vehicle Preemption system (EVP) can be programmed to emit a four-digit code that is picked up and stored by the field equipment. This proposed four-digit EVP broadcast code will identify the owner, class and specific vehicle by allocating standard numbers or ranges for each digit. The preferred coding schema for Hampton Roads is presented below in Table 1.

TABLE 1

Jurisdiction	First Digit	Last 3 Digits (Range)	Assigned Addresses
Chesapeake	[REDACTED]	[REDACTED]	[REDACTED]
Hampton	[REDACTED]	[REDACTED]	[REDACTED]
Newport News	[REDACTED]	[REDACTED]	[REDACTED]
Norfolk	[REDACTED]	[REDACTED]	[REDACTED]
Portsmouth	[REDACTED]	[REDACTED]	[REDACTED]
Suffolk	[REDACTED]	[REDACTED]	[REDACTED]
VDOT (counties and small municipalities)	[REDACTED]	[REDACTED]	[REDACTED]
Virginia Beach	[REDACTED]	[REDACTED]	[REDACTED]
US Military	[REDACTED]	[REDACTED]	[REDACTED]
Reserved	[REDACTED]	[REDACTED]	[REDACTED]
Reserved	[REDACTED]	[REDACTED]	[REDACTED]
Reserved	[REDACTED]	[REDACTED]	[REDACTED]
Reserved	[REDACTED]	[REDACTED]	[REDACTED]
Reserved	[REDACTED]	[REDACTED]	[REDACTED]
Reserved	[REDACTED]	[REDACTED]	[REDACTED]
Reserved	[REDACTED]	[REDACTED]	[REDACTED]
Reserved	[REDACTED]	[REDACTED]	[REDACTED]
Reserved	[REDACTED]	[REDACTED]	[REDACTED]

Codes redacted from this version for confidentiality.

D. FY 2024-2027 Transportation Improvement Program (TIP) Amendment – Roadway Safety and Transit Asset Management/Safety Performance Measures Targets

A key feature of MAP-21 legislation, continued under the Infrastructure Investment Jobs Act (IIJA), is the establishment of national performance goals in the areas of safety; infrastructure condition; congestion reduction; system reliability; freight movement; economic vitality, environmental sustainability, and reduced project delivery delays. This legislation also requires Metropolitan Planning Organizations (MPOs) to prepare and set targets for the following federally-established performance measures:

- Roadway Safety
- Pavement Condition
- Bridge Condition
- Roadway Performance
- Freight Movement
- Transit Asset Management and Safety
- On-road mobile source emissions and traffic congestion for the Congestion Mitigation & Air Quality (CMAQ) Improvement Program

The IIJA also requires TIPs to include a description of the anticipated effect of the projects and programs in the TIP toward achieving the performance targets identified by the MPO. The TIP must also link investment priorities in the TIP to the achievement of performance targets in the plans.

HRTPO has prepared a website (<https://www.hrtpo.org/page/regional-performance-measures-and-targets/>) that describes these performance measures and targets.

The roadway safety and transit asset management/safety performance measures and targets are required to be addressed in the TIP prior to any amendments after February 29, 2024.

Attached is the TIP Transit Asset Management and Safety Performance Measures and Targets section to be updated in the FY 2024-2027 TIP document. The complete set of Regional Performance Measures and Targets is described in the attached. The HRTPO Board approved the 2024 regional performance targets at its January 18, 2024 meeting.

This is an administrative amendment and thus exempt from conformity. This request was made available for public review and comment from January 31, 2024 through February 14, 2024. The Transportation Technical Advisory Committee (TTAC) recommended approval of the TIP Amendment.

Attachment 18D

RECOMMENDED ACTION:

Approve the TIP Amendment.

TIP Performance Measures

A key feature of MAP-21 (and continued under the FAST Act and IIJA) is the establishment of national performance goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. This legislation also requires Metropolitan Planning Organizations (MPOs) to prepare and set targets for the following federally-established performance measures:

- Roadway Safety
- Pavement Condition
- Bridge Condition
- Roadway Performance
- Freight Movement
- Transit Asset Management and Safety
- On-road mobile source emissions and traffic congestion for the CMAQ Improvement Program

The FAST Act also required that Transportation Improvement Programs (TIPs) include a description of the anticipated effect of the TIP toward achieving the performance targets identified by the MPO. The TIP must also link investment priorities to the achievement of performance targets in the plans.

HRTPO staff has developed a website (<https://www.hrtpo.org/page/regional-performance-measures-and-targets/>) that describes these performance measures and targets, and also prepares a report on performance measures and targets on an annual basis. This report includes a description of the methodology used to calculate each measure, historical data trends for each of the areas, information on statewide targets, a description of the targets that have been established by the HRTPO, and the progress being made towards meeting the established targets. The first version of the Regional Performance Measures – System Performance Report was approved by the HRTPO Board in April 2019.

Each performance measure and currently established HRTPO target is discussed individually below and on the following pages.

Roadway Safety

The first performance targets that had to be established by MPOs are in the area of roadway safety. There are five safety measures that MPOs are required to establish targets and monitor progress for:

- Fatalities
- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Bike/Pedestrian Fatalities & Serious Injuries (combined)

Based on the advice of the Performance Measures working group and the Hampton Roads Transportation Technical Advisory Committee (TTAC), the HRTPO Board established initial annual roadway safety targets in 2018 and updated the targets for 2019 and 2020. The HRTPO set the following regional targets for the year 2024 at its January 2024 meeting:

2024 HRTPO Safety Performance Targets	
Fatalities	136
Fatality Rate (per 100 Million VMT)	0.935
Serious Injuries	1,505
Serious Injury Rate (per 100 Million VMT)	10.38
Number of Bike/Pedestrian Fatalities and Serious Injuries Combined	177

Each of these safety targets is based on the Vision Zero concept, where the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries is reduced by a set amount each year to reach a goal of zero by 2050, the horizon of the upcoming regional Hampton Roads Long-Range Transportation Plan (LRTP).

There are a number of programmatic ways that the TIP will help Hampton Roads meet these targets:

HSIP

The Highway Safety Improvement Program (HSIP) is a core program administered at the federal level by the U.S. Department of Transportation (USDOT) Federal Highway Administration’s (FHWA) Office of Safety. The purpose of this program is to make significant progress in reducing fatalities and serious injuries on all public roadways.

The Highway Safety Improvement Program was established as a core Federal-aid program in 2005. Funding for HSIP has greatly increased since it was created under SAFETEA-LU, with further increases included in the current federal surface transportation authorization program, the Infrastructure Investment and Jobs Act (IIJA). Nearly \$3 billion was allocated to the Highway Safety Improvement Program under the IIJA in FFY 2022, and this number will increase annually, up to \$3.2 billion in FFY 2026.

Virginia’s HSIP funding has also greatly increased since the creation of the program. Virginia received an average apportionment of just over \$25 million in FY 2006-2009 under SAFETEA-LU. Under the IIJA, that has increased to \$80 million in FFY 2023.

To be eligible for HSIP funding, a project must be a strategy, activity, or project on a public road that corrects or improves a hazardous road location or feature or addresses a highway safety problem.

SMART SCALE

Virginia’s SMART SCALE refers to selecting the right transportation projects for funding and ensuring the best use of limited tax dollars. SMART stands for System for the Management and Allocation of Resources for Transportation and SCALE refers to the six evaluation factors – Safety, Congestion mitigation, Accessibility, Land use, and Economic development and environment. It is the method of scoring planned projects included in Virginia’s Transportation Plan (VTrans) that are funded by House Bill 1887. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers. Once projects are scored and prioritized, the Commonwealth Transportation Board (CTB) has the best information possible to select the right projects for funding.

Two SMART SCALE safety measures evaluate how each project addresses multimodal transportation safety concerns through implementation of crash reduction strategies. Listed below are brief summaries of the two measures.

ID	Measure Name	Measure Description	Measure Objective	Measure Weight
S.1	EPDO of Fatal and Injury crashes	Equivalent property damage only (EPDO) of fatal and injury crashes expected to be avoided due to project implementation	Estimate number of fatalities and injury crashes (weighted by “equivalent property damage only” crash value used by FHWA) at the project location and the expected effectiveness of project specific counter-measures in reducing crash occurrence	50% ^a
S.2	EPDO Rate of Fatal and Injury crashes	Equivalent property damage only (EPDO) of fatal and injury crashes per 100 million vehicle miles traveled (VMT) expected to be avoided due to project implementation	Similar to S.1, but by focusing on the change in fatality and injury crashes (weighted by “equivalent property damage only” value used by FHWA) per VMT. The measure considers projects that address areas with a high rate of crashes that may be outside of high-volume roadways	50%

^a 100% for Transit and Transportation Demand Management projects.

More information about the SMART SCALE project prioritization process, including a technical guide for applicants, is available at www.vasmartyscale.org.

RSTP Project Prioritization Process

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

The FAST Act, continued under IIJA, converted the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant (STBG) Program. The STBG program promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Regional Surface Transportation Program (RSTP) funds are STBG funds that are apportioned to specific regions within the State.

The process for obtaining RSTP funding for transportation projects is competitive with proposed projects evaluated and ranked by HRTPO staff using a specific set of criteria approved by the HRTPO Board. The HRTPO's Transportation Programming Subcommittee (TPS) takes into account the available funding, policies and priorities of the HRTPO and Commonwealth Transportation Board (CTB) and uses the ranked project lists as a guide. The TPS produces a list of recommended projects and funding allocations for consideration by the HRTPO Transportation Technical Advisory Committee (TTAC) and the HRTPO Board. For more information on the CMAQ/RSTP Project Selection Process and the evaluation of CMAQ and RSTP candidate projects, see the guide posted on the HRTPO website (<https://www.hrtpo.org/page/cmaq-and-rstp/>).

RSTP Project Evaluation

RSTP candidate projects are scored using the HRTPO Project Prioritization Tool. The Project Prioritization Tool evaluates projects for utility, viability, and economic vitality when scoring candidate projects. The Tool is separated into categories (ie: highway, bridge/tunnel, interchange etc.) as the evaluation for these project types differ.

The weighting factors for safety fall into the project utility factor and are listed below:

2045 LRTP Project Prioritization Weighting Factors - Project Utility

Highway Projects	
PROJECT UTILITY	
Congestion Level	40.00
<i>% Reduction in Existing and Future V/C Ratios (Daily Delay)</i>	10.00
<i>Existing Peak Period Congestion/Level of Service</i>	10.00
<i>Person Throughput</i>	5.00
<i>Person Hours of Delay</i>	5.00
<i>Impact to Nearby Roadways</i>	10.00
Travel Time Reliability	15.00
<i>Level of Travel Time Reliability (LOTR)</i>	10.00
<i>Truck Travel Time Reliability (TTTR)</i>	5.00
System Continuity and Connectivity	25.00
<i>Degree of Regional Impact</i>	15.00
<i>Improves Access to Major Employment or Population Centers</i>	3.00
<i>Resiliency</i>	5.00
<i>Addresses a Gap</i>	2.00
Safety and Security	15.00
<i>Reduction of EPDO of Fatal and Serious Injury Crashes</i>	5.00
<i>Reduction of EPDO Rate of Fatal and Serious Injury Crashes</i>	5.00
<i>Improvement to Incident Management or Evacuation Routes</i>	5.00
Modal Enhancements	5.00
<i>Enhances Other Modal Categories</i>	3.00
<i>Access to Multimodal Choices</i>	2.00
PROJECT UTILITY TOTAL	100.00

2045 LRTP Project Prioritization Weighting Factors - Project Utility

Interchange Projects	
PROJECT UTILITY	
Congestion Level	40.00
<i>Existing Queue Conditions: Number of Approaches with Queues</i>	10.00
<i>Queue Improvements: Number of Approaches Improved</i>	10.00
<i>Person Throughput</i>	5.00
<i>Person Hours of Delay</i>	5.00
<i>Number of Movements Added or Improved</i>	10.00
Travel Time Reliability	15.00
<i>Level of Travel Time Reliability (LOTTR)</i>	10.00
<i>Truck Travel Time Reliability (TTTR)</i>	5.00
System Continuity and Connectivity	25.00
<i>Degree of Regional Impact</i>	15.00
<i>Improves Access to Major Employment or Population Centers</i>	3.00
<i>Resiliency</i>	5.00
<i>Addresses a Gap</i>	2.00
Safety and Security	15.00
<i>Reduction of EPDO of Fatal and Serious Injury Crashes</i>	5.00
<i>Reduction of EPDO Rate of Fatal and Serious Injury Crashes</i>	5.00
<i>Improvement to Incident Management or Evacuation Routes</i>	5.00
Modal Enhancements	5.00
<i>Enhances Other Modal Categories</i>	3.00
<i>Access to Multimodal Choices</i>	2.00
PROJECT UTILITY TOTAL	100.00

2045 LRTP Project Prioritization Weighting Factors - Project Utility

Bridge & Tunnel Projects	
PROJECT UTILITY	
Congestion Level	40.00
<i>% Reduction in Existing and Future V/C Ratios (Daily Delay)</i>	10.00
<i>Existing Peak Period Congestion/Level of Service</i>	10.00
<i>Person Throughput</i>	5.00
<i>Person Hours of Delay</i>	5.00
<i>Impact to Nearby Roadways</i>	10.00
Travel Time Reliability	15.00
<i>Level of Travel Time Reliability (LOTTR)</i>	10.00
<i>Truck Travel Time Reliability (TTTR)</i>	5.00
Infrastructure Condition	15.00
Bridge State of Good Repair Ratings:	
<i>Condition Factor</i>	5.50
<i>Importance Factor</i>	4.50
<i>Design Redundancy Factor</i>	3.00
<i>Structure Capacity</i>	2.00
Tunnels:	
<i>Age of Tunnel</i>	5.00
<i>Last Major Repair</i>	5.00
<i>Costs for Necessary Repairs/Upgrades</i>	5.00
System Continuity and Connectivity	15.00
<i>Degree of Regional Impact</i>	5.00
<i>Improves Access to Major Employment or Population Centers</i>	3.00
<i>Resiliency</i>	5.00
<i>Addresses a Gap</i>	2.00
Safety and Security	10.00
<i>Reduction of EPDO of Fatal and Serious Injury Crashes</i>	2.50
<i>Reduction of EPDO Rate of Fatal and Serious Injury Crashes</i>	2.50
<i>Improvement to Incident Management or Evacuation Routes</i>	3.00
<i>Diversion Impact Due to Failure (Impact of Detour to Alternate Crossing)</i>	2.00
Modal Enhancements	5.00
<i>Enhances Other Modal Categories</i>	2.00
<i>Access to Multimodal Choices</i>	2.00
<i>Provides Continuous Maritime Crossing</i>	1.00
PROJECT UTILITY TOTAL	100.00

Transit Projects	
PROJECT UTILITY	
Congestion - Percent of Trips Removed from Roadways	10.00
Existing Usage and/or Prospective Ridership, Coverage Area/ Population Served	20.00
System Continuity and Connectivity	25.00
<i>Degree of Regional Impact</i>	9.00
<i>Improves Access to Major Employment or Population Centers</i>	9.00
<i>Resiliency</i>	5.00
<i>Addresses a Gap</i>	2.00
User Benefit	35.00
<i>Annual Travel Time Savings per Rider</i>	10.00
<i>New Project</i>	5.00
<i>Increased Travel Time Reliability</i>	5.00
<i>Operating Efficiency</i>	5.00
<i>Accessibility (including ADA) and/or Customer Experience</i>	5.00
<i>Safety and Security</i>	5.00
Modal Enhancements	10.00
<i>Enhances Other Modal Categories</i>	6.00
<i>Access to Multimodal Choices</i>	4.00
PROJECT UTILITY TOTAL	100.00

2045 LRTP Project Prioritization Weighting Factors - Project Utility

Active Transportation Projects	
PROJECT UTILITY	
Existing Usage and/or User Demand	20.00
System Continuity and Connectivity	30.00
<i>Access to Transit, Local, or Regional Destinations</i>	10.00
<i>Regional Significance</i>	5.00
<i>Connections to Existing Bicycle/Pedestrian Facilities</i>	5.00
<i>Elimination of Barriers to Major Destinations</i>	5.00
<i>Resiliency</i>	5.00
Safety	30.00
<i>Crash History</i>	15.00
<i>Level of Separation/Network Quality</i>	10.00
<i>Associated with Safe Routes to School</i>	5.00
Modal Enhancements	20.00
<i>Enhances Other Modal Categories</i>	10.00
<i>Enhances First Mile - Last Mile Connections</i>	6.00
<i>Access to Multimodal Choices</i>	4.00
PROJECT UTILITY TOTAL	100.00

Systems/Demand Management Projects	
PROJECT UTILITY	
Congestion Level	40.00
<i>Existing Congestion Level</i>	20.00
<i>Project Improves Level of Service or Increases Service Capacity</i>	10.00
<i>Person Throughput</i>	5.00
<i>Person Hours of Delay</i>	5.00
Travel Time Reliability	15.00
<i>Level of Travel Time Reliability (LOTTR)</i>	10.00
<i>Truck Travel Time Reliability (TTTR)</i>	5.00
System Continuity and Connectivity	15.00
<i>Degree of Regional Impact</i>	5.00
<i>Resiliency</i>	5.00
<i>Improves Access to Major Employment or Population Centers</i>	3.00
<i>Addresses a Gap</i>	2.00
Safety and Security	15.00
<i>Degree Project Will Reduce Crashes (use EPDO data when possible)</i>	5.00
<i>Improvement to Incident Management or Evacuation Routes</i>	5.00
<i>Emergency Preemption or Incident Detection</i>	5.00
Project Type Dependent Measures	10.00
<i>(refer to Project Type Measures for specifics)</i>	10.00
Modal Enhancements	5.00
<i>Enhances Other Modal Categories</i>	3.00
<i>Access to Multimodal Choices</i>	2.00
PROJECT UTILITY TOTAL	100.00

Active Transportation Projects

In general, Active Transportation (AT) projects are planned and constructed to benefit the safety and mobility of all AT users. There are a number of Federal, State, Regional, and Local funding sources that can be used for AT improvements. While many are specifically dedicated to transportation uses, others are non-transportation sources, which can be flexed for use in active transportation purposes. Two of the largest funding sources dedicated to AT improvements are the Transportation Alternatives (TA) Set-Aside Program and the Bicycle and Pedestrian Safety Program:

TA Set-Aside Program – The Transportation Alternatives Program (TAP) was first authorized in the Moving Ahead for Progress in the 21st Century Act (MAP-21) Federal surface transportation authorization program and provides funding for programs and projects defined as transportation alternatives. These include on- and off-road pedestrian and bicycle facilities, infrastructure for improving non-automobile access to public transit and enhanced mobility, community improvement activities, and environmental mitigation. The FAST Act eliminated TAP and replaced it with the Transportation Alternatives (TA) Set-Aside Program, a set-aside of the Surface Transportation Block Grant (STBG) Program funding for Transportation Alternatives (TA). Also included in the TA Set-Aside program is the Safe Routes to School program projects and Complete Streets.

VDOT's Local Assistance Division (LAD) coordinates the application process and scoring of proposed projects. Localities submit eligible projects to VDOT for review and scoring. The Commonwealth Transportation Board (CTB) allocates a portion of available TA Set-Aside funding pursuant to VDOT guidance. Within Metropolitan Planning Areas (MPAs) and Transportation Management Areas (TMAs), the responsible Metropolitan Planning Organization (MPO) is also responsible for selecting scored projects for MPO-administered funding allocations. More information on the TA Set-Aside Program can be found at: <http://www.virginiadot.org/business/prehancegrants.asp>.

Bicycle and Pedestrian Safety Program – Within VDOT's administration of the Highway Safety Improvement Program is the Bicycle and Pedestrian Safety Program (BPSP). VDOT developed the BPSP due to the limitations of assessing and prioritizing non-motorized improvements. Because active transportation safety improvement proposals typically do not have the sufficient crash numbers needed to rank well for project selection under the typical HSIP project selection methods, BPSP proposals are selected based on risk factors that are compared to other active transportation projects.

The amount of funding devoted to the BPSP is 10% of the annual HSIP allocation that Virginia receives. Under the HSIP allocation levels, each active transportation project can be financed with 90% coming from federal HSIP funding, with the state or locality providing the remaining 10% match.

Eligible BPSP proposals must address documented non-motorized safety concerns on any public road, public surface transportation facility, or publicly owned bicycle or pedestrian pathway or trail.

Transit Asset Management

The Federal Transit Administration’s (FTA) Performance-Based Planning final rule requires transit performance measures in the area of state of good repair, also referred to as transit asset management (TAM). There are four TAM asset categories that MPOs are required to establish regional targets and monitor progress for:

- Rolling Stock
- Equipment/Service Vehicles
- Infrastructure
- Facilities

For the rolling stock and equipment/service vehicles asset classes, performance measures are based on the percentage of vehicles that have met or exceeded their useful life benchmark. The performance measures for infrastructure are based on track segments with restrictions, and the performance measures for facilities are based on the percentage rated below adequate condition.

Hampton Roads Transit (HRT), as a Tier I transit agency, must develop and carry out their own TAM plans. As Tier II transit agencies, the Williamsburg Area Transit Authority (WATA) and Suffolk Transit are eligible to participate in group TAM plans. WATA and Suffolk Transit are using the statewide targets that were established by the Virginia Department of Rail and Public Transportation (DRPT). HRTPO staff prepared a recommended list of regional transit asset management targets, based on a weighted average of HRT, WATA, and Suffolk Transit Fiscal Year 2024 targets. These targets – which were approved by the HRTPO Board at its January 2024 meeting – are:

Asset Type	Performance Measure	Asset Classes	2024 HRTPO Target
Rolling Stock	% of revenue vehicles within each asset class that have met or exceeded their useful life benchmark	Bus	< 15%
		Cutaway Buses	< 12%
		Ferry Boat	0%
		Light Rail Vehicles	0%
		Minibus	< 20%
		Trolley Buses	0%
		Van	< 0.5%
Equipment/Service Vehicles	% of vehicles that have met or exceeded their useful life benchmark	Non-Revenue/Service Vehicles	< 25%
		Trucks & Other Rubber Tire Vehicles	< 23%
Infrastructure	% of track segments, signals, and systems with performance restrictions	Light Rail Infrastructure	0%
Facilities	% of facilities in each asset class rated under 3.0 on FTA’s TERM scale	Passenger/Parking	< 0.4%
		Maintenance	< 20%
		Administrative	< 18%

The programmatic ways that the TIP will assist Hampton Roads in meeting these transit asset management targets include:

CMAQ/RSTP Project Prioritization Process

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

The process for obtaining CMAQ/RSTP funding for transportation projects is competitive. Proposed projects are evaluated and ranked by HRTPO staff using a specific set of criteria that have been approved by the HRTPO Board. The HRTPO’s Transportation Programming Subcommittee (TPS) takes into account the available funding, policies, and priorities of the HRTPO and Commonwealth Transportation Board (CTB), and uses the ranked project lists as a guide. The TPS produces a list of recommended projects and funding allocations for consideration by the HRTPO Transportation Technical Advisory Committee (TTAC) and the HRTPO Board. For more information on the CMAQ/RSTP Project Selection Process, see the guide posted on the HRTPO website www.hrtpo.org/page/cmaq-and-rstp/

CMAQ/RSTP candidate project evaluation methodology includes several project categories that address transit asset management as an integral part of the overall scoring. The rolling stock asset type performance measure is based on the percentage of revenue vehicles within each asset class that have met or exceeded their useful life benchmark. The facility asset type performance measure is based on the percentage of facilities in each asset class rated under 3.0 on FTA’s Transit Economic Requirements Model (TERM) Scale.

The CMAQ Project Selection Process includes the application of points to some types of project-based emissions. An excerpt from a CMAQ candidate project form, *Transit and Fixed Guideway Projects*, which includes a reference to “shelters and facilities”, is listed below:

Locality/Agency:	
Project Name:	
<i>Fill out <u>all</u> applicable sections below:</i>	
Section 1: New or Expanded Transit Service	
_____	Estimated number of new boardings per day
_____	Number of new round trips per day
_____	Number of days per year service is available
_____	Length of round trip (miles)
<i>Emissions rates of vehicles to be used for service (specify units: grams/brake-horsepower-hour or grams/mile):</i>	
<u>(rate)</u> <u>(units)</u>	Volatile Organic Compounds (VOCs) (aka Total Hydrocarbons)
<u>(rate)</u> <u>(units)</u>	Nitrogen Oxides (NOx)
<u>(rate)</u> <u>(units)</u>	Non-Methane Hydrocarbons (NMHCs) (if NOx and/or VOC is not available)

Section 2: Vehicle Purchase/Replacement		
_____	Number of new vehicles	
_____	Estimated average vehicle-miles per year	
<i>Emissions rates of new vehicles (specify units: grams/brake-horsepower-hour or grams/mile):</i>		
(rate) (units)	VOC	
(rate) (units)	NOx	
(rate) (units)	NMHCs (if NOx and/or VOC is not available)	
If old vehicles are to be retired:		
Number of vehicles being retired, by age (include model year [MY], number of buses [Number], and estimated average annual vehicle miles per bus [miles])*:		
MY	Number	Miles
_____	_____	_____
Section 3: Transit Shelters/Facilities		
_____	Number of shelters/facilities to be added or replaced	
_____	Estimated number of new boardings per day due to added/replaced shelter/facility.	
List all route(s) served by shelters/facilities:		

The CMAQ/RSTP Project Selection Process is conducted annually with the completion of candidate project scoring by the end of September each year. Since 2019, the scoring process includes consideration of the FTA's TERM scale for the facilities asset type performance measure.

Transit Safety

There are four transit safety categories that MPOs are required to establish targets and monitor progress for:

- Fatalities
- Injuries
- Safety Events
- System Reliability

HRTPO staff prepared a recommended list of regional transit safety targets, based on a weighted average of HRT, WATA, and Suffolk Transit targets. These 2024 targets are:

Category	Measure	Bus	Demand Response	Light Rail	Vanpool
Fatalities	Total number of reportable fatalities per year	0	0	0	0
	Rate per total vehicle revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles
Injuries	Total number of reportable injuries per year	< 83	0	0	0
	Rate per total vehicle revenue miles	< 7.62 per 100,000 revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles
Safety Events	Total number of safety events per year	< 71	< 1	< 5	0
	Rate per total vehicle revenue miles	< 5.70 per 100,000 revenue miles	< 0.04 per 100,000 revenue miles	< 15.40 per 100,000 revenue miles	0 per 100,000 revenue miles
System Reliability	Distance between major failures	> 10,000 miles	> 29,249 miles	> 9,470 miles	> 498,800 miles

Similar to transit asset management, Tier I transit agencies such as HRT must develop and carry out their own Public Transportation Agency Safety Plans (PTASPs), and Tier II transit agencies such as WATA and Suffolk Transit are eligible to participate in the statewide PTASP.

Remaining Measures

The Pavement Condition, Bridge Condition, Roadway Performance, and Freight measures and targets were required to be addressed in the TIP prior to any amendments on or after May 20, 2019. The on-road mobile source emissions and traffic congestion for CMAQ Program measure is not applicable for the HRTPO since Hampton Roads is currently classified as an attainment area for ozone.

For each of the above listed performance measures and targets, the TIP includes a description of the anticipated effect of the TIP toward achieving the performance targets identified by the MPO. The TIP must also link investment priorities to the achievement of performance targets.

Targets in the areas of pavement condition, bridge condition, roadway performance, and freight must be established for a four-year period (2025). Most of the proposed regional targets are based on either the statewide targets approved by the Commonwealth Transportation Board (CTB) or VDOT projections that would assist with meeting the statewide targets. However, one of the recommended HRTPO regional targets differs from the approved statewide targets. The HRTPO target for Non-Interstate National Highway System (NHS) pavement in good condition was determined based on maintaining the current level due to significant differences between statewide and regional percentages.

The recommended 2025 targets in each of these areas are:

Measure	HRTPO 4-Year Target (2025)	Target Basis
Bridge: NHS Deck Area – Good Condition	> 25.1%	Match state target
Bridge: NHS Deck Area – Poor Condition	< 3.6%	Match state target
Pavement: Interstate – Good Condition	> 45%	Match state target
Pavement: Interstate – Poor Condition	< 3%	Match state target
Pavement: Non-Interstate NHS – Good Condition	> 14%	Maintain current level
Pavement: Non-Interstate NHS – Poor Condition	< 5%	Match state target
Roadway Performance: Interstate Reliability (LOTR)	> 94%	VDOT Projection
Roadway Performance: Non-Interstate NHS Reliability (LOTR)	> 88%	VDOT Projection
Freight: Reliability (TTTR)	< 1.99	VDOT Projection

E. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Exempt Conformity Projects

i. Chesapeake – FY 2024-2027 TIP Amendment
UPC 121104 – Chesapeake Trail – Phase 2

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 121104 in the HRTPO TIP and add it back as an individual Chesapeake project as it contains Transportation Alternatives Program (TAP) Set-Aside funds.

The specifics of the request are described below:

- **UPC 121104 – Chesapeake Trail – Phase 2**
 - Ungroup project and add it back in as an individual project to the TIP
 - Description: Convert the abandoned Seaboard and Commonwealth railways line to a 10-foot recreational paved trail for both pedestrians and cyclists. The trail will complete a gap from Taylor Road to Dordon Street.
 - Jurisdiction/Agency: Chesapeake
 - Length: 2.6 miles
 - Termini: From Dordon Street to Taylor Road
 - System: Enhancement
 - Scope: Facilities for Pedestrians and Bicycles
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant for Air Quality: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$63,103
 - Right of Way (RW): \$414,800
 - Construction (CN): \$519,841
 - Total Cost Estimate: \$997,744
 - Schedule as follows:
 - PE Start: 12/21/2022; End: 4/10/2025
 - RW Start: 4/10/2025; End: 1/1/2026
 - CN Start: 1/1/2026; End: 12/18/2026
 - Allocations as follows:
 - Add FY Previous Transportation Alternatives Program (TAP) allocation of \$25,000, plus \$6,250 TAP match
 - Add FY 2024 TAP allocation of \$557,944, plus \$139,486 TAP match
 - Add FY Previous Local (LOC) allocation of \$269,064

- Obligations as follows:
 - Add FY 2025 RW Phase Transportation Alternatives Program/Flex (TAP/F) obligation of \$331,840, plus \$82,960 TAP/F match
 - Add FY 2026 CN Phase TAP/F obligation of \$200,622, plus \$50,156 TAP/F match
 - Add FY 2026 CN Phase Advance Construction (AC) Other obligation of \$269,063

UPC 121104 is currently in the Hampton Roads FY 2024-2027 TIP as a grouped project but is being ungrouped and added back as an individual project. It is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. The project is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian project railroad. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

ii. **Gloucester County – FY 2024-2027 TIP Amendment**
UPC 110626 – Greate Road (Route 1208) Pedestrian Improvements

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 110626 in the HRTPO TIP and add it back as an individual Gloucester County project as it contains Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds.

The specifics of the request are described below:

- **UPC 110626 – Greate Road (Route 1208) Pedestrian Improvements**
 - Ungroup project and add it back in as an individual project to the TIP
 - Description: Pedestrian improvements at Greate Road and Lafayette Heights Drive.
 - Jurisdiction/Agency: Gloucester County
 - Length: 0.52 miles
 - Termini: 0.5 miles south of Lafayette Heights Drive to 0.002 miles north of Lafayette Heights Drive
 - System: Urban
 - Scope: Facilities for Pedestrians and Bicycles
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant for Air Quality: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$660,000
 - Right of Way (RW): \$669,936
 - Construction (CN): \$3,053,885
 - Total Cost Estimate: \$4,383,821
 - Schedule as follows:
 - PE Start: 11/4/2019; End: 9/3/2024
 - RW Start: 9/3/2024; End: 8/11/2026
 - CN Start: 8/11/2026; End: 12/9/2027
 - Allocations as follows:
 - Add FY Previous Congestion Mitigation and Air Quality (CMAQ) Improvement Program allocation of \$1,046,187, plus \$261,547 CMAQ match
 - Add FY Previous Bond Match (BOM) allocation of \$26,968
 - Add FY Previous Federal/State Mix (MIX) allocation of \$478,669
 - Add FY Previous Equity Bonus/Minimum Guarantee (EB/MG) allocation of \$228,873
 - Add FY Previous Secondary allocation of \$647,256, plus \$30,251 Secondary match
 - Add FY Previous State Funds (STF) allocation of \$58,123

- Obligations as follows:
 - Add FY Previous PE Phase Surface Transportation Program/Flex (STP/F) obligation of \$400,000, plus \$100,000 STP/F match
 - Add FY Previous PE Phase CMAQ obligation of \$128,000, plus \$32,000 CMAQ match
 - Add FY 2024 PE Phase CMAQ obligation of \$535,949, plus \$133,987 CMAQ match

UPC 110626 is currently in the Hampton Roads FY 2024-2027 TIP as a grouped project but is being ungrouped and added back as an individual project. It is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. The project is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian project railroad. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**iii. Gloucester County – FY 2024-2027 TIP Amendment
UPC 115682 – Ware House Road Bike and Pedestrian Improvements Planning Study**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 115682 in the HRTPO TIP and add it back as an individual project in Gloucester County as it contains Regional Surface Transportation Program (RSTP) funds.

The specifics of the request are described below:

- **UPC 115682 – Ware House Road Bike and Pedestrian Improvements Planning Study**
 - Ungroup project and add it back in as an individual project to the TIP
 - Description: Determine the feasibility, preferred alignment, and costs associated with the development of a bicycle and pedestrian facility along Ware House Road to connect historic Main Street (Gloucester Village) with the residential neighborhoods along Ware House Road.
 - Jurisdiction/Agency: Gloucester
 - Length: 2.1 miles
 - Termini: From Ware House Road (Route 621) to near the intersection of Main Street (Route 17 Bus)
 - System: Secondary
 - Scope: Facilities for Pedestrians and Bicycles
 - Oversight: Non-Federal Oversight
 - Administered by: Locally
 - Regionally Significant for Air Quality: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$268,000
 - Right of Way (RW): \$0
 - Construction (CN): \$0
 - Total Cost Estimate: \$268,000
 - Schedule as follows:
 - PE Start: 6/28/2022; End: 1/29/2024
 - RW: N/A
 - CN: N/A
 - Allocations as follows:
 - Add FY Previous Regional Surface Transportation Program (RSTP) allocation of \$214,400, plus \$53,600 RSTP match
 - Obligations as follows:
 - Add FY Previous PE Phase RSTP obligation of \$214,400, plus \$53,600 RSTP match

UPC 115682 is currently in the Hampton Roads FY 2024-2027 TIP as a grouped project but is being ungrouped and added back as an individual project. It is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. The project is exempt from conformity under the *Other* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a study. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

iv. **Gloucester County - FY 2024-2027 TIP Amendment: VDOT
UPC 119182 - Route 17 Widening - Short Lane to Main Street (Bus 17) - Study
Only**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 119182 in the HRTPO TIP and add it back as an individual Gloucester County project as it contains Regional Surface Transportation Program funds.

The specifics of the request are described below:

- **UPC 119182 - Route 17 Widening - Short Lane to Main Street (Bus 17) - Study Only**
 - Ungroup project and add it back in as an individual project to the TIP
 - Description: Evaluate the feasibility of adding travel lanes Northbound and Southbound, a sidewalk, and a shared-use path. Additional lanes to address current/future congestion and multimodal needs will also be studied.
 - Jurisdiction/Agency: Gloucester County
 - Length: 1.1 miles
 - Termini: From Burleigh/Short Lane to Main Street Intersection
 - System: Primary
 - Scope: Study
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant for Air Quality: Yes
 - While the over-arching project is regionally significant for air quality, UPC 119182 is exempt from conformity under the *Other* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects).
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$250,000
 - Right of Way (RW): \$0
 - Construction (CN): \$0
 - Total Cost Estimate: \$250,000
 - Schedule as follows:
 - PE Start: 8/21/2026; End: 12/3/2029
 - RW: N/A
 - CN: N/A
 - Allocations as follows:
 - Add FY 2027 Regional Surface Transportation Program (RSTP) allocation of \$200,000, plus \$50,000 RSTP match

- Obligations as follows:
 - Add FY 2026 RSTP obligation of \$200,000, plus \$50,000 RSTP match

This amendment includes RSTP funds that VDOT is obligating before the allocation year.

UPC 119182 is currently in the Hampton Roads FY 2024-2027 TIP as a grouped project but is being ungrouped and added back as an individual project. It is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. The project is exempt from conformity under the *Other* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a study. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

v. Hampton – FY 2024-2027 TIP Amendment
UPC 117102 – Old Buckroe Road Pedestrian Improvements

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to revise the phase cost estimates, schedule, allocations, and obligations for UPC 117102 in Hampton.

The specifics of the request are described below:

- **UPC 117102 – Old Buckroe Road Pedestrian Improvements**
 - Revise Phase Cost Estimates as follows:
 - Preliminary Engineering (PE): \$180,000
 - Right of Way (RW): \$198,706
 - Construction (CN): \$1,192,263
 - Total Cost Estimate: \$1,570,969
 - Revise Schedule as follows:
 - PE Start: 5/11/2021; End: 10/27/2023
 - RW Start: 10/27/2023; End: 5/21/2024
 - CN Start: 5/21/2024; End: 10/27/2025
 - Revise Allocations as follows:
 - Remove FY Previous Rural Transportation Alternatives Program (RTAP) allocation of \$829,698
 - Add FY Previous Transportation Alternatives Program (TAP) allocation of \$829,698, plus \$207,425 TAP match
 - Revise FY Previous Local (LOC) allocation to be \$533,846
 - Add Obligations as follows:
 - Add FY Previous PE Phase Transportation Alternatives/Flex (TAP/F) obligation of \$140,000, plus \$35,000 TAP/F match
 - Add FY 2024 PE Phase TAP/F obligation of \$4,000, plus \$1,000 TAP/F match
 - Add FY Previous RW Phase TAP/F obligation of \$233,975
 - Revise FY 2024 RW Phase TAP/F obligation to be \$158,965
 - Revise RW Phase TAP/F obligation to be \$98,235
 - Add FY 2024 CN Phase TAP/F obligation of \$526,733, plus \$131,683 TAP/F match
 - Add FY 2024 CN Phase Advance Construction (ACC) Other obligation of \$533,847

UPC 117102 is in the Hampton Roads FY 2024-2027 TIP, consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and fiscally constrained as required by Federal Code 40 CFR 93.108. The project is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian project. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**vi. Newport News – FY 2024-2027 TIP Amendment
UPC 113820 – Harpersville Road Sidewalk**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 113820 in Newport News.

The specifics of the request are described below:

- **UPC 113820 – Harpersville Road Sidewalk**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$570,000
 - Right of Way (RW): \$2,000,000
 - Construction (CN): \$2,702,600
 - Total Cost Estimate: \$5,272,600
 - Revise Schedule as follows:
 - PE Start: 1/14/2022; End: 1/30/2025
 - RW Start: 1/30/2025; End: 10/5/2026
 - CN Start: 10/5/2026; End: 5/29/2028
 - Revise Allocations as follows:
 - Remove FY Previous Safety (SFTY) allocation of \$175,000
 - Remove FY 2024 SFTY allocation of \$768,320
 - Remove FY 2025 SFTY allocation of \$329,280
 - Add FY Previous Highway Safety Improvement Program (HSIP) allocation of \$175,000
 - Add FY 2024 HSIP allocation of \$768,320
 - Add FY 2025 HSIP allocation of \$329,280
 - Revise Obligations as follows:
 - Add FY Previous PE Phase HSIP obligation of \$370,000
 - Add FY 2024 PE Phase HSIP obligation of \$200,000
 - Add FY Previous RW Phase HSIP obligation of \$100,000
 - Add FY 2025 RW Phase HSIP obligation of \$702,600
 - Add FY 2025 RW Phase Advance Construction (AC) Other obligation of \$1,297,400
 - Add FY Previous CN Phase HSIP obligation of \$802,600
 - Remove FY 2024 CN Phase HSIP obligation of \$1,097,600
 - Add FY 2027 CN Phase AC-Other obligation of \$2,702,600

UPC 113820 is in the Hampton Roads FY 2024-2027 TIP, consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and fiscally constrained as required by Federal Code 40 CFR 93.108. The project is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian project. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**vii. Norfolk – FY 2024-2027 TIP Amendment
UPC 111021 – Granby Street Bike Lanes**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 111021 in Norfolk.

The specifics of the request are described below:

- **UPC 111021 – Granby Street Bike Lanes**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$191,000
 - Right of Way (RW): \$0
 - Construction (CN): \$2,000,000
 - Total Cost Estimate: \$2,191,000
 - Revise Schedule as follows:
 - PE Start: 3/28/2022; End: 12/26/2024
 - RW: N/A
 - CN Start: 12/26/2024; End: 12/16/2025
 - Revise Allocations as follows:
 - Remove FY Previous State Funds (STF) allocation of \$630,000
 - Remove FY Previous National Highway Performance Program (NHPP) allocation of \$192,000
 - Add FY Previous District Grants Program (DGP) allocation of \$783,600, plus \$38,400 DGP match
 - Add FY 2024 Local (LOC) allocation of \$1,369,000
 - Add Obligations as follows:
 - Add FY Previous PE Phase NHPP obligation of \$108,000
 - Add FY 2024 PE Phase National Highway System/National Highway Performance Program (NHS/NHPP) obligation of \$45,600
 - Add FY 2024 PE Phase Advance Construction (AC) Other obligation of \$37,400
 - Remove FY 2024 CN Phase NHS/NHPP obligation of \$84,000
 - Remove FY 2024 CN Phase AC obligation of \$630,000
 - Add FY 2025 CN Phase AC obligation of \$2,000,000

UPC 111021 is in the Hampton Roads FY 2024-2027 TIP, consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and fiscally constrained as required by Federal Code 40 CFR 93.108. The project is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian project. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

viii. Suffolk – FY 2024-2027 TIP Amendment
UPC 111083 – Downtown Railroad Warning System Improvements

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 111083 in the HRTPO TIP and add it back as an individual Suffolk project as it contains Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds.

The specifics of the request are described below:

- **UPC 111083 – Downtown Railroad Warning System Improvements**
 - Ungroup project and add it back in as an individual project to the TIP
 - Description: Install an advance warning system in downtown Suffolk to warn of approaching crossing trains on the CSX railroad mainline. It will provide the opportunity for vehicular traffic to use alternate routes around the crossing to include nearby bridges.
 - Jurisdiction/Agency: Suffolk
 - Length: N/A
 - Termini: N/A
 - System: Urban
 - Scope: Rail/Highway Crossing
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant for Air Quality: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$150,000
 - Right of Way (RW): \$0
 - Construction (CN): \$500,000
 - Total Cost Estimate: \$650,000
 - Schedule as follows:
 - PE Start: 2/14/2024; End: 12/26/2025
 - RW: N/A
 - CN Start: 12/26/2025; End: 6/11/2027
 - Allocations as follows:
 - Add FY Previous Congestion Mitigation and Air Quality (CMAQ) Improvement Program allocation of \$120,000, plus \$30,000 CMAQ match
 - Add FY 2024 CMAQ allocation of \$400,000, plus \$100,000 CMAQ match

- Obligations as follows:
 - Add FY 2024 PE Phase CMAQ obligation of \$120,000, plus \$30,000 CMAQ match
 - Add FY 2027 CN Phase CMAQ obligation of \$400,000, plus \$100,000 CMAQ match

UPC 111083 is currently in the Hampton Roads FY 2024-2027 TIP as a grouped project but is being ungrouped and added back as an individual project. It is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. The project is exempt from conformity under the *Safety* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a railroad/highway crossing warning project. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**ix. Virginia Beach – FY 2024-2027 TIP Amendment
UPC 107956 – Thalia Creek Greenway Phase III**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 107956 in Virginia Beach.

The specifics of the request are described below:

- **UPC 107956 – Thalia Creek Greenway Phase III**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$0
 - Right of Way (RW): \$299,097
 - Construction (CN): \$3,585,834
 - Total Cost Estimate: \$3,884,931
 - Revise Schedule as follows:
 - PE: N/A
 - RW Start: 8/16/2019; End: 1/31/2024
 - CN Start: 1/31/2024; End: 6/23/2025
 - Revise Allocations as follows:
 - Remove FY Previous Rural Transportation Alternatives Program (RTAP) allocation of \$872,040
 - Add FY Previous Transportation Alternatives Program (TAP) allocation of \$826,487, plus \$206,622 TAP match
 - Revise FY Previous Local (LOC) allocation to be \$2,131,583
 - Add FY 2024 LOC allocation of \$720,239
 - Add Obligations as follows:
 - Add FY Previous RW Phase RTAP obligation of \$239,278, plus \$59,820 RTAP match
 - Add FY Previous CN Phase Transportation Alternatives Program/Flex (TAP/F) obligation of \$632,762, plus \$158,191 TAP/Flex match
 - Add FY 2024 CN Phase TAP/F obligation of \$587,209, plus \$146,802 TAP/F match
 - Add FY Previous CN Phase Advance Construction (AC) Other obligation of \$1,706,147
 - Add FY 2024 CN Phase AC-Other obligation of \$2,851,823

UPC 107956 is in the Hampton Roads FY 2024-2027 TIP, consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and fiscally constrained as required by Federal Code 40 CFR 93.108. The project is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian project. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**x. WATA - FY 2024-2027 TIP Amendment
UP 115425 - Strategic Plan and Comprehensive Operating Analysis Study**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 Transportation Improvement Program (TIP) to add a Williamsburg Area Transit Authority (WATA) project.

Fiscal constraint of the project within this amendment is demonstrated either within the current TIP years or in outer years and all funding has been identified.

The details of the request are below:

- **UPC 115425 - Strategic Plan and Comprehensive Operating Analysis Study**
 - Add project to TIP
 - Description: This strategic plan, required by the State to study WATA's transit service, is replacing WATA's Transit Development Plan. Plan will help identify transit service needs, prioritize improvements, and determine the resources required for implementing modified or new services.
 - Jurisdiction/Agency: WATA-DRPT
 - Termini: N/A
 - Length: N/A
 - System: Public Transportation
 - Scope: Transit
 - Oversight: Non-Federal Oversight
 - Administered by: WATA-DRPT
 - Regionally Significant for Air Quality: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$300,000
 - Right of Way (RW): \$0
 - Construction (CN): \$0
 - Total Cost Estimate: \$300,000
 - Schedule as follows:
 - PE Start: 1/3/2025; End: 7/24/2026
 - RW: N/A
 - CN: N/A
 - Allocations as follows:
 - Add FY 2025 Regional Surface Transportation Program (RSTP) allocation of \$240,000, plus \$60,000 RSTP match

- Obligations as follows:
 - Add FY 2025 RSTP obligation of \$240,000, plus \$60,000 RSTP match

UPC 115425 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the HRTPO 2045 LRTP, and is fiscally constrained as required by Federal Code 40 CFR 93.108. The project is exempt from conformity under the *Other* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a study. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from January 8, 2024 through January 22, 2024. The Transportation Technical Advisory Committee (TTAC) has recommended approval of this TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP Amendment.

**xi. WATA – FY 2024-2027 TIP Amendment
UPC T19479 – Williamsburg Area Transit Authority (WATA) Bus Purchase
Replacement**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC T19479 in the HRTPO TIP and add it back as an individual WATA project as it contains Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds.

The specifics of the request are described below:

- **UPC T19479 – Williamsburg Area Transit Authority (WATA) Bus Purchase Replacement**
 - Ungroup project and add it back in as an individual project to the TIP
 - Description: Acquire six 35-foot low sulfur diesel replacement buses.
 - Jurisdiction/Agency: WATA-DRPT
 - Length: N/A
 - Termini: N/A
 - System: Public Transportation
 - Scope: Transit
 - Oversight: Non-Federal Oversight
 - Administered by: WATA-DRPT
 - Regionally Significant for Air Quality: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$0
 - Right of Way (RW): \$0
 - Construction (CN): \$3,142,710
 - Total Cost Estimate: \$3,142,710
 - Schedule as follows:
 - PE: N/A
 - RW: N/A
 - CN Start: 11/9/2022; End: 1/11/2024
 - Allocations as follows:
 - Add FY Previous Congestion Mitigation and Air Quality (CMAQ) Improvement Program allocation of \$2,514,168, plus \$628,542 CMAQ match

UPC T19479 is currently in the Hampton Roads FY 2024-2027 TIP as a grouped project but is being ungrouped and added back as an individual project. It is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. The project is exempt from conformity under the *Mass Transit* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is the purchase of new buses to replace existing vehicles. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**F. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Non-Exempt Conformity Projects**

**i. Chesapeake – FY 2024-2027 TIP Amendment
UPC 115516 – Battlefield Boulevard/Volvo Parkway Intersection
Improvements**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 115516 in the HRTPO TIP and add it back as an individual Chesapeake project as it contains Congestion Management and Air Quality (CMAQ) Improvement Program funds.

The specifics of the request are described below:

**• UPC 115516 – Battlefield Boulevard/Volvo Parkway Intersection
Improvements**

- Ungroup project and add it back in as an individual project to the TIP
- Description: Improvements to the intersection to include construction of new lanes along both Volvo Parkway approaches and modifications to the signal and medians.
- Jurisdiction/Agency: Chesapeake
- Length: N/A
- Termini: N/A
- System: Urban
- Scope: Reconstruction w/Added Capacity
- Oversight: Non-Federal Oversight
- Administered by: Locality
- Regionally Significant for Air Quality: No
- Cost Estimate as follows:
 - Preliminary Engineering (PE): \$127,500
 - Right of Way (RW): \$190,000
 - Construction (CN): \$510,000
 - Total Cost Estimate: \$827,500
- Schedule as follows:
 - PE Start: 1/3/2025; End: 8/4/2026
 - RW Start: 8/4/2026; End: 7/2/2027
 - CN Start: 7/2/2027; End: 11/14/2028
- Allocations as follows:
 - Add FY 2025 Congestion Mitigation and Air Quality (CMAQ) Improvement Program allocation of \$254,000, plus \$63,500 CMAQ match
 - Add FY 2026 CMAQ allocation of \$408,000, plus \$102,000 CMAQ match

- Obligations as follows:
 - Add FY 2025 PE Phase CMAQ obligation of \$102,000, plus \$25,500 CMAQ match
 - Add FY 2026 RW Phase CMAQ obligation of \$152,000 plus \$38,000 CMAQ match
 - Add FY 2027 CN Phase CMAQ obligation of \$408,000 plus \$102,000 CMAQ match

UPC 115516 is currently in the Hampton Roads FY 2024-2027 TIP as a grouped project but is being ungrouped and added back as an individual project. It is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. The ungrouping of the project and adding it back to the TIP as an individual project is purely administrative in nature. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and non-regionally significant for air quality conformity. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#) (IACC).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**ii. Chesapeake – FY 2024-2027 TIP Amendment
UPC 119246 – Citywide Traffic Signal System Upgrades**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC119246 in the HRTPO TIP and add it back as an individual Chesapeake project as it contains Congestion Management and Air Quality (CMAQ) Improvement Program funds.

The specifics of the request are described below:

- **UPC 119246 – Citywide Traffic Signal System Upgrades**
 - Ungroup project and add it back in as an individual project to the TIP
 - Description: Ongoing technology upgrades to share real-time data and provide improved operational efficiencies of central system upgrades, ITS elements, and local intersection operations/equipment upgrades.
 - Jurisdiction/Agency: Chesapeake
 - Length: N/A
 - Termini: N/A
 - System: Urban
 - Scope: Traffic Management/Engineering
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant for Air Quality: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$350,000
 - Right of Way (RW): \$0
 - Construction (CN): \$900,000
 - Total Cost Estimate: \$1,250,000
 - Schedule as follows:
 - PE Start: 9/28/2027; End: 3/29/2030
 - RW: N/A
 - CN Start: 3/29/2030; End: 4/2/2031
 - Allocations as follows:
 - Add FY 2027 Congestion Mitigation and Air Quality (CMAQ) Improvement Program allocation of \$200,000, plus \$50,000 CMAQ match
 - Obligations as follows:
 - Add FY 2027 PE Phase CMAQ obligation of \$280,000 plus \$70,000 CMAQ match

This amendment includes CMAQ funds that VDOT is obligating before the allocation year.

UPC 119246 is currently in the Hampton Roads FY 2024-2027 TIP as a grouped project but is being ungrouped and added back as an individual project. It is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. The ungrouping of the project and adding it back to the TIP as an individual project is purely administrative in nature. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and non-regionally significant for air quality conformity. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#) (IACC).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**iii. Chesapeake – FY 2024-2027 TIP Amendment
UPC 119269 – Centerville Turnpike/Elbow Road Intersection Improvements**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 119269 in the HRTPO TIP and add it back as an individual Chesapeake project as it contains Congestion Management and Air Quality (CMAQ) Improvement Program funds.

The specifics of the request are described below:

- **UPC 119269 – Centerville Turnpike/Elbow Road Intersection Improvements**
 - Ungroup project and add it back in as an individual project to the TIP
 - Description: Widen the Southbound approach to include an additional through lane and an exclusive right turn lane as well as continuing through the intersection approximately 1,000 feet to provide adequate receiving lanes.
 - Jurisdiction/Agency: Chesapeake
 - Length: N/A
 - Termini: N/A
 - System: Urban
 - Scope: Traffic Management/Engineering
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant for Air Quality: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$380,000
 - Right of Way (RW): \$1,250,000
 - Construction (CN): \$4,360,000
 - Total Cost Estimate: \$5,990,000
 - Schedule as follows:
 - PE Start: 11/24/2026; End: 3/6/2029
 - RW Start: 3/6/2029; End: 12/6/2029
 - CN Start: 12/6/2029; End: 11/25/2030
 - Allocations as follows:
 - Add FY 2027 Congestion Mitigation and Air Quality (CMAQ) Improvement Program allocation of \$246,400, plus \$61,600 CMAQ match

- Obligations as follows:
 - Add FY 2027 PE Phase CMAQ obligation of \$304,000, plus \$76,000 CMAQ match

This amendment includes CMAQ funds that VDOT is obligating before the allocation year.

UPC 119269 is currently in the Hampton Roads FY 2024-2027 TIP as a grouped project but is being ungrouped and added back as an individual project. It is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. The ungrouping of the project and adding it back to the TIP as an individual project is purely administrative in nature. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and non-regionally significant for air quality conformity. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#) (IACC).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

iv. **Suffolk – FY 2024-2027 TIP Amendment**
UPC 111089 – Crittenden Road and Route 17 Intersection Realignment

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 111089 in the HRTPO TIP and add it back as an individual Suffolk project as it contains Congestion Mitigation and Air Quality Improvement Program (CMAQ).

The specifics of the request are described below:

- **UPC 111089 – Crittenden Road and Route 17 Intersection Realignment**
 - Ungroup project and add it back in as an individual project to the TIP
 - Description: Relocate the intersection to Clubhouse Road creating a new alignment with standard four-way intersection with signal and turn lanes. This will allow the intersection to function more efficiently, reducing queuing on Route 17 and Crittenden Road and will improve signal timing.
 - Jurisdiction/Agency: Suffolk
 - Length: 0.11 miles
 - Termini: From Crittenden Road to Clubhouse Road and Bridge Road
 - System: Urban
 - Scope: Reconstruction w/o Added Capacity
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant for Air Quality: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$797,000
 - Right of Way (RW): \$3,440,661
 - Construction (CN): \$5,834,530
 - Total Cost Estimate: \$10,072,191
 - Schedule as follows:
 - PE Start: 1/22/2019; End: 1/13/2021
 - RW Start: 1/13/2021; End: 1/8/2024
 - CN Start: 1/8/2024; End: 9/27/2024

- Allocations as follows:
 - Add FY Previous Congestion Mitigation and Air Quality (CMAQ) Improvement Program allocation of \$298,024, plus \$74,506 CMAQ match
 - Add FY 2024 CMAQ allocation of \$1,200,000, plus \$300,000 CMAQ match
 - Add FY 2025 CMAQ allocation of \$1,630,740, plus \$407,685 CMAQ match
 - Add FY Previous Revenue Share (RS) allocation of \$2,395,305, plus \$2,395,305 RS match
 - Add FY 2024 RS allocation of \$1,547,111, plus \$1,547,111 RS match
 - Add FY Previous Local (LOC) allocation of \$1,153,667
- Obligations as follows:
 - Add FY Previous PE Phase CMAQ obligation of \$637,600, plus \$159,400 CMAQ match
 - Add FY 2024 PE Phase RS obligation of \$212,235, plus \$212,235 RS match
 - Add FY Previous RW Phase CMAQ obligation of \$2,752,529, plus \$688,132 CMAQ match
 - Add FY 2024 RW Phase RS obligation of \$970,331, plus \$970,331 RS match
 - Add FY 2024 CN Phase RS obligation of \$2,759,850, plus \$2,759,850 RS match
 - Add FY 2024 CN Phase Advance Construction (AC) Other obligation of \$314,830

This amendment includes CMAQ funds that VDOT is obligating before the allocation year.

UPC 111089 is currently in the Hampton Roads FY 2024-2027 TIP as a grouped project but is being ungrouped and added back as an individual project. It is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. The ungrouping of the project and adding it back to the TIP as an individual project is purely administrative in nature. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and non-regionally significant for air quality conformity. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#) (IACC).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

v. Suffolk – FY 2024-2027 TIP Amendment
UPC 115421 – Suffolk Transit Operations Facility

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 115421 in the HRTPO TIP and add it back as an individual Suffolk Transit project as it contains Regional Surface Transportation Program (RSTP) funds.

The specifics of the request are described below:

- **UPC 115421 – Suffolk Transit Operations Facility**
 - Ungroup project and add it back in as an individual project to the TIP
 - Description: Create an operations facility where vehicles can be stored and cleaned. Provide facilities for dispatch training and operational support for transit operations.
 - Jurisdiction/Agency: Suffolk Transit-DRPT
 - Length: N/A
 - Termini: N/A
 - System: Public Transportation
 - Scope: Transit
 - Oversight: Non-Federal Oversight
 - Administered by: Suffolk Transit-DRPT
 - Regionally Significant for Air Quality: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$1,890,066
 - Right of Way (RW): \$0
 - Construction (CN): \$0
 - Total Cost Estimate: \$1,890,066
 - Schedule as follows:
 - PE: N/A
 - RW: N/A
 - CN Start: 5/22/2025; End: 5/19/2027
 - Allocations as follows:
 - Add FY 2025 Regional Surface Transportation Program (RSTP) allocation of \$48,000, plus \$12,000 RSTP match
 - Add FY 2026 RSTP allocation of \$1,464,053, plus \$366,013 RSTP match

UPC 115421 is currently in the Hampton Roads FY 2024-2027 TIP as a grouped project but is being ungrouped and added back as an individual project. It is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. The ungrouping of the project and adding it back to the TIP as an individual project is purely administrative in nature. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and non-regionally significant for air quality conformity. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#) (IACC).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

vi. **York County – FY 2024-2027 TIP Amendment**
UPC 113633 – Victory Boulevard (Route 171) Right Turn Lane Extension

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 113633 in York County.

The specifics of the request are described below:

- **UPC 113633 – Victory Boulevard (Route 171) Right Turn Lane Extension**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$250,200
 - Right of Way (RW): \$0
 - Construction (CN): \$1,719,800
 - Total Cost Estimate: \$1,970,000
 - Revise Schedule as follows:
 - PE Start: 10/12/2022; End: 10/8/2024
 - RW: N/A
 - CN Start: 10/8/2024; End: 8/13/2025
 - Revise Allocations as follows:
 - Remove FY Previous Safety (SFTY) allocation of \$67,665
 - Remove FY 2025 SFTY allocation of \$387,271
 - Add FY Previous Highway Safety Improvement Program (HSIP) allocation of \$1,118,529
 - Add FY 2024 HSIP allocation of \$464,200
 - Add FY 2025 HSIP allocation of \$387,271
 - Revise Obligations as follows:
 - Revise FY 2024 PE Phase HSIP obligation to be \$182,535
 - Revise FY 2024 CN Phase HSIP obligation to be \$1,179,800

UPC 113633 is currently in the Hampton Roads FY 2024-2027 TIP, consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and fiscally constrained as required by Federal Code 40 CFR 93.108. The actions in this TIP amendment are purely administrative in nature. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and non-regionally significant for air quality conformity. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#) (IACC).

This request was made available for public review and comment from January 31, 2024 through February 14, 2024. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

ITEM #19: HRTPO BOARD THREE MONTH TENTATIVE SCHEDULE

March 2024

March 21, 2024: 10:30 a.m. – 12:00 p.m.

- 2050 Long-Range Transportation Plan (LRTP) Update
- Carbon Reduction Program (CRP) Project Selection and Allocations
- Transportation Alternatives (TA) Set-Aside Project Selection and Allocations
- Improving Passenger Rail Service in Hampton Roads – Revised Report – Final

April 2024

Per the regional meeting schedule, there is no April Board meeting.

May 2024

May 16, 2024: 10:30 a.m. – 12:00 p.m.

- FY 2025 Budget
- FY 2025 UPWP
- Hampton Roads Regional Safety Study Briefing

ITEM #20: FOR YOUR INFORMATION

A. FFY 2023 HRTPO Annual Obligation Report (AOR)

The AOR includes all projects and strategies listed in the Transportation Improvement Program (TIP) for which Federal funds were obligated during the immediately preceding program year. In accordance with federal regulations, the AOR must be made available to the public within 90 calendar days following the end of the federal fiscal year, which runs from October 1st through September 30th of each year.

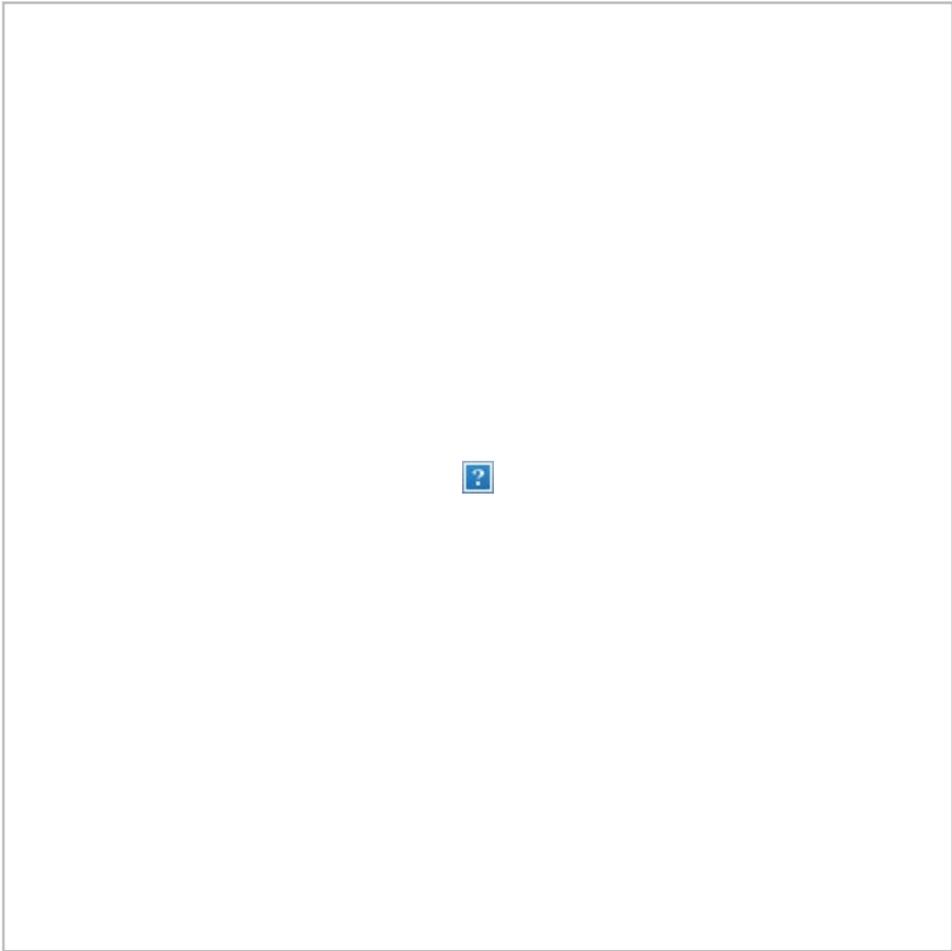
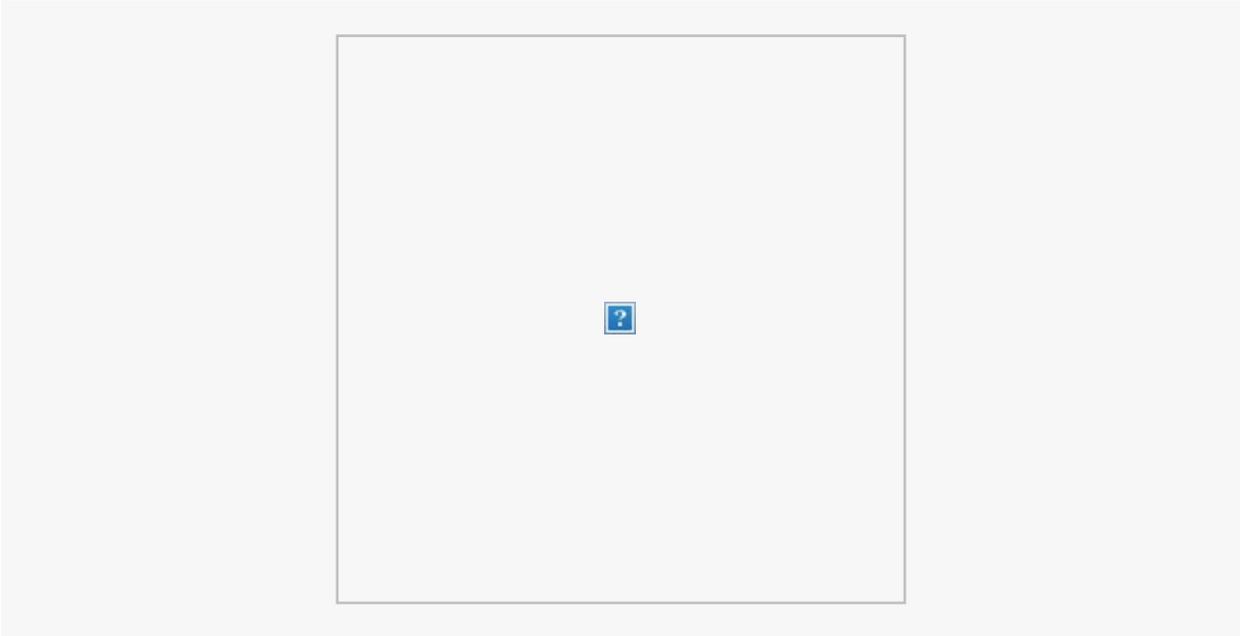
The FFY 2023 AOR was posted on the HRTPO website on December 28, 2023 and can be viewed using the following link:

<https://www.hrtpo.org/uploads/docs/FY%202023%20Annual%20Obligations%20Report.pdf>

ITEM #21: OLD/NEW BUSINESS

ITEM #22: ADJOURNMENT

From: [The Roosevelt Group](#)
To: [Ingram, Diane](#)
Subject: [EXTERNAL] Executive Insight Brief
Date: Friday, February 16, 2024 7:59:44 AM



February 16, 2024

Headlines - Aerospace & Defense - Budget & Economy - Advanced Tech - Military Installations & Communities - Homeland Security - Transportation & Infrastructure - Biotech & Healthcare - Climate & Development

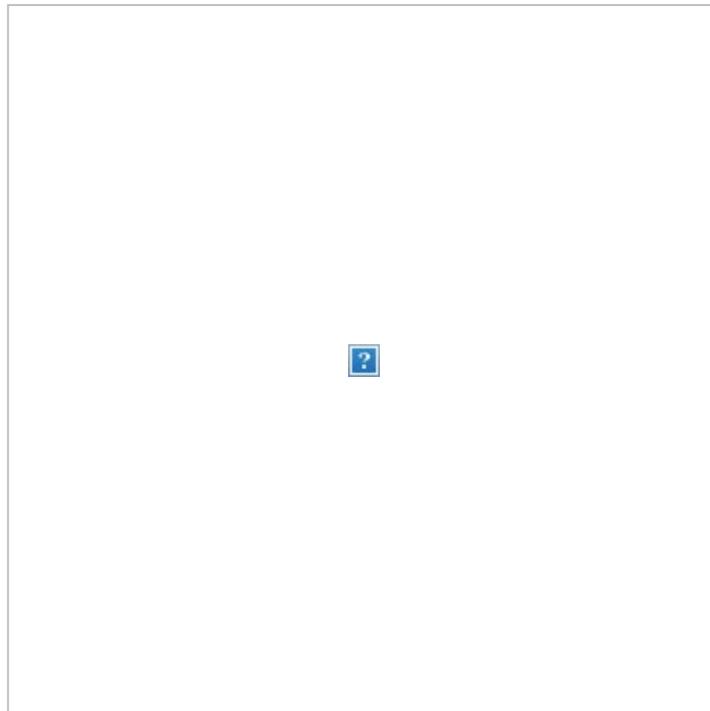
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Notable Headlines

- [FBI informant charged with lying about Joe and Hunter Biden's ties to Ukrainian energy company](#)
- [Kansas City shooting: One dead and 21 injured near Super Bowl parade](#)
- [In fiery testimony, Fani Willis hits back at misconduct claims that threaten future of Trump case](#)
- [Russian opposition leader Alexei Navalny dies in prison](#)
- [Trump's first criminal trial will start March 25, judge says](#)

Worth reading: [5 takeaways from Democrats flipping George Santos' House seat in New York](#)

View From The Hill



The Senate barreled through the Big Game last weekend to consider \$95.3 billion in supplemental funding for aid to Ukraine, Israel, and Taiwan, absent border security policy reform provisions maligned by some Republican Members in both the House and Senate. After months of debate, the supplemental funding bill [passed](#) the upper chamber in the early morning hours on Tuesday and was greeted immediately by a skeptical U.S. House

of Representatives, where Speaker Mike Johnson (R-LA) [declared](#) that his chamber would draft its own legislation. As of Thursday evening, bipartisan House Members [led](#) by Rep. Don Bacon (R-NE) were preparing to unveil their own version of compromise supplemental legislation, though widespread support remained elusive.

After a failed attempt last week, House Republicans voted to impeach Homeland Security Secretary Alejandro Mayorkas on a party line vote. With Majority Leader Steve Scalise [back](#) in Washington after undergoing stem cell treatment for cancer, Republicans were able to eek out victory on the Floor amidst opposition from three of their own Members: Ken Buck (R-CO), Tom McClintock (R-CA), and Mike Gallagher (R-WI). Gallagher, who chairs the House Select Committee on the Chinese Communist Party, [announced](#) after his first vote against impeachment last week that he will become the latest in a string of Republicans and Democrats opting against running for reelection this November. Homeland Security Committee Chairman Mark Green (R-TN) also [announced](#) after the impeachment vote his intention to retire from Congress, and is expected to seek a position in a potential future Trump Administration or run for governor of Tennessee in 2026. House Republican Leadership was forced to [pull](#) consideration of legislation to reauthorize Sec. 702 surveillance authorities used by the Intelligence Community (IC) for national security missions. There remains disagreement between the national security hawk wings of the GOP Conference and House Democrats and other Members with privacy and civil liberties concerns on both the right and left.

An unexpected source of drama occurred this week when the Rep. Mike Turner (R-OH), Chairman of the House Permanent Select Committee on Intelligence, [released](#) a statement referencing a “serious national security threat,” and stating his committee had moved to make relevant intelligence available to all House Members for review. After reviewing the intelligence, some House Members categorized the threat as less urgent than the original statement had suggested, with some conservative Members arguing Chairman Turner’s actions were [motivated](#) by a legislative agenda to reauthorize surveillance authorities. The White House confirmed reports that the intelligence was related to “anti-satellite” technology development on the part of Russia, but clarified such efforts were not yet operational. The House is expected to recess on Friday for the Presidents’ Day Recess.

Aerospace & Defense

[US Centcom says its forces seizes Iranian arms shipment bound for Houthis on Jan. 28 \(Reuters\)](#)

US Central Command reported on January 28, 2024 forces seized conventional weapons and other lethal aid from Iran that were bound for Houthi-held areas in Yemen via a ship in the Arabian Sea. Officials found over “200 packages containing medium-range ballistic missile components, explosives, unmanned underwater/surface vehicle components, military-grade communication and network equipment, anti-tank guided missile launcher assemblies, and other military components.” US Centcom Commander, Michael Erik stated, “Iran’s continued supply of advanced conventional weapons to the Houthis continues to undermine the safety of international shipping and the free flow of commerce.” Houthi rebels have continued attacking US forces stationed in the Middle East in actions they say are in solidarity with Palestinians in their conflict with Israel.

[Navy to establish second surface drone unit this spring](#)

[Biden slashes F-35 jet order 18% in 2025 budget request, sources say \(Reuters\)](#)

In the FY2025 budget request, President Biden wants an 18% cut in the number of F-35 jets purchased next year, according to sources familiar with the situation. An 18% cut means the amount of planes ordered would drop below 70 from an expected number of 83. Last spring, the Pentagon estimated “it would need about \$880 billion in 2025 and a total national defense budget of \$929 billion.” Due to the two-year budget deal struck in mid-2023 capped the 2025 budget at 1% above the 2024 budget. This means the Pentagon’s share of the national defense budget will be around \$850 million. There are a lot of programs on the chopping block including a portion of the “\$2 billion earmarked for missile defenses for Guam” which is viewed as vital to deter China aggression in the Pacific. With global conflicts raging, potential cuts to important defense programs will certainly spark spirited debates in the halls of Congress.

Budget & Economy

[Retail sales tumbled 0.8% in January, much more than expected \(CNBC\)](#)

While there have been signs of an improving economy in recent weeks such as job creation exceeding expectations and unemployment claims have been decreasing. However there was some bad news in January as retail sales took a tumble. A decrease of 0.3% was expected, but the total drop was 0.8%. There were drops across the spectrum with building materials sales falling 4.1%, motor vehicle parts dropped 1.7%, and miscellaneous store sales fell 3%. While these numbers don’t spell doom they do give some early cause for concern. Inflation remains stubborn which could allow retail sales to continue declining over the next several months. While President Biden is working to convince Americans the economy is getting stronger, these numbers hurt his case.

[Britain falls into recession, with worst GDP performance in 2023 in years](#)

[Japan has unexpectedly fallen into a recession after its economy shrank for two quarters in a row \(BBC\)](#)

Japan has entered a recession and Germany has taken its place as the third largest economy in the world. Japan’s GDP contracted by 0.4% in the last three months of 2023 and in the previous quarter contracted by 3.3%. The yen falling 9% against the US dollar last year is another reason for Japan’s slipping from the number three spot, according to the International Monetary Fund (IMF). It is a mixed bag when it comes to the yen, as its weakness has helped boost “the share prices of some of Japan’s biggest companies as it makes the country’s exports, such as cars, cheaper in overseas markets.” New data may make Japan’s central bank think twice about raising interest rates.

Advanced Technologies

[Don’t use Americans’ data on the sly to train AI, FTC warns business \(CNN\)](#)

In an increasingly AI-driven world, the Federal Trade Commission is beginning to warn businesses over their use of it. The FTC said “you may have heard that ‘data is the new oil’ but ‘there is perhaps no data refinery as large-capacity and as data hungry as AI.’” This

observation is one reason US companies may find themselves under federal scrutiny if they 'quietly' try to funnel customers' personal information into training artificial intelligence. Amidst a lack of congressional action to regulate AI, federal agencies are doing their best to apply existing law to alleviate potential risks and harms of artificial intelligence. The FTC announcement coupled with a warning from the Securities and Exchange Commission (SEC) as well. Gary Gensler, head of the SEC, said that publicly traded companies risk "violating US securities law" if they mislead investors by overhyping what their AI tools can do, or if they say they use AI when truthfully they do not.

[Microsoft says it caught hackers from China, Russia and Iran using its AI tools](#)

[Cisco Systems to lay off more than \\$4,000 workers in latest sign of tighter times in tech \(AP\)](#)

As the saga of tech layoffs continues, internet networking pioneer Cisco Systems is following suit as they layoff 4,000 employees. This most recent string of layoffs is a sobering reminder of the job security in an industry that continues to embrace artificial intelligence. The 4,000 now out of work represents 5% of the Cisco workforce of 84,900. It follows another Cisco layoff that occurred late in 2022 when they released 5,000 workers ahead of its \$28 billion acquisition of Splunk which is now expected to be complete by April 30 of this year. These layoffs are occurring even though companies continue to bring in big profits. Cisco earned \$2.6 billion during the fiscal second quarter covering October-January. Layoffs in the tech industry are likely to continue as AI capabilities get stronger and more reliable.

Military Installations & Communities

[On the USS Eisenhower, 4 months of combat at sea facing Houthi missiles and a new sea threat \(Military.com\)](#)

Members of the US armed forces are always facing threats from those who wish to do them harm. In recent events there are none who have experienced this more than the sailors aboard the aircraft carrier USS Dwight D. Eisenhower. They have spent four months at sea "defending against ballistic missiles and attack drones" fired by Iranian-backed Houthi rebels. They now face a new threat, unmanned vessels fired at them under water. While Houthis have used these vessels before, until January of this year had never used them against US forces. The Eisenhower has been on patrol since November 4th working non-stop to "detect and intercept the missiles and drones fired by the Houthis at ships in the Red Sea, Bab-al-Mandeb strait and Gulf of Aden." The F/A-18 fighter jets have also been launched to take out missile sites before munitions are fired. The carrier strike group which includes the cruiser USS Philippine Sea, destroyers USS Mason and Gravelly, and other Navy assets have "conducted more than 95 intercepts of drones, anti-ship ballistic missiles and anti-ship cruise missiles and made more than 240 self-defense strikes on more than 50 Houthi targets."

[Navy Survey Shows Continued Problems with Stress, Burnout Among](#)

[Sailors, But Progress on Culture](#)

[Native American, Alaska Native Veterans saved \\$2.5 million in medical costs under new VA waiver program \(Military.com\)](#)

Since exempting Native American and Alaska Native veterans from copayments last year, the Department of Veterans Affairs says they have saved \$2.5 million in medical costs. Congress mandated the copay exemption as part of the Johnny Isakson and David P. Rose, M.D. Veterans Health Care and Benefits Improvement Act of 2020, saying “the VA could no longer collect copays from veterans who meet the definition of ‘Indian’ or urban Indian’ under the Indian Health Care Improvement Act.” While the VA missed the deadline to implement the law they began exempting copays in April 2023 and are currently reimbursing veterans who have paid copays for VA healthcare since the deadline and start of the program. In a news release the VA Undersecretary for Health, Dr. Shereef Elnahal said, “this copayment exemption honors our treaties with sovereign nations and the distinguished service of Native American and Alaska Native veterans.”

Homeland Security

[Is Russia putting an anti-satellite nuke in space? \(Defense One\)](#)

U.S. intelligence officials believe Russia wants to put a nuclear weapon in space, according to multiple reports that emerged Wednesday after the chair of the House Intelligence Committee publicly urged the White House to declassify information about a “destabilizing foreign military capability” constituting a “serious national security threat.” Following that explosive tweet from Rep. Mike Turner, R-Ohio, news trickled out throughout the day, despite the best efforts of the White House and others to control the flow of information. ABC News cited two unnamed sources as saying the weapon would be intended to disable satellites, not ground targets. “I am a bit surprised that Congressman Turner came out publicly today in advance of a meeting on the books for me to go sit with him alongside our intelligence and defense professionals tomorrow,” National Security Advisor Jake Sullivan told reporters. Sullivan said the gathering will include the Gang of Eight: the four party leaders in Congress and the leaders of the House and Senate intelligence committees.

[FBI seizes Warzone RAT infrastructure, arrests malware vendor](#)

[The Joint Cyber Defense Collaborative Have Released its 2024 Priorities \(Homeland Security Today\)](#)

The Joint Cyber Defense Collaborative (JCDC) was established over two years ago to drive unified efforts across public and private partners to achieve our most important cybersecurity outcomes. Each year, hundreds of JCDC partner organizations provide insight, expertise, and perspective to help identify our collective priorities for the coming year. We are excited to introduce our 2024 Priorities. Of course, these priorities are not CISA’s alone; rather, they reflect shared goals across government, industry, and international partners that will enable cohesive planning and collaboration. While these Priorities build on our 2023 Planning Agenda, they also represent a critical step in JCDC’s maturation. For the first time, we are aligning our priorities under three broad focus areas, which in turn will enable alignment of resources and strategic direction

Transportation & Infrastructure

[Shipping giant Maersk says Red Sea vessel diversions could extend into second half of 2024 \(CNBC News\)](#)

A.P. Moller-Maersk, the second-largest global ocean carrier, is advising customers to prepare for a Red Sea crisis that could stretch well into the second half of this year. “Unfortunately, we don’t see any change in the Red Sea happening anytime soon,” Charles van der Steene, regional president for Maersk North America, tells CNBC. “We’re advising them the longer transit routes could last through Q2 and potentially Q3. Customers will need to make sure they have the longer overall transit time built into their supply chain.” On January 5, Maersk announced that it was suspending voyages through the Red Sea and Gulf of Aden for the “foreseeable future” after the attack on the Maersk Hangzhou. After attacks on two U.S.-flagged Maersk vessels on January 24, the Maersk Detroit and Maersk Chesapeake, Maersk Line, Limited — a U.S. subsidiary of Maersk, which operates U.S.-flagged vessels independently — announced it would no longer traverse the Red Sea. The global shipping and logistics company’s cautious view of the Red Sea safety conditions comes despite a U.S.-led multinational military operation in the region, Operation Prosperity Guardian. According to U.S. defense data, Houthi rebels have either attacked or threatened commercial vessels at least 46 times since November.

[U.S. Department of Transportation Releases 2023 Equity Action Plan Update](#)

[USDOT to offer \\$5M research grant for innovative use of steel slag in cement, concrete \(Transportation Today\)](#)

The U.S. Department of Transportation will be offering a \$5 million funding opportunity for a research initiative on the use of steel slag in cement and concrete. The entire amount will be awarded to one accredited university in partnership with a steel producer. The partnership between an accredited research university, a U.S. steel producer and the agency will work to reduce the carbon emissions associated with extracting and manufacturing construction materials. “This funding initiative will develop and advance innovative materials and technologies that support the Nation’s goals to decarbonize the transportation sector by 2050, strengthen resilience of the Nation’s transportation infrastructure, and address adverse environmental impacts created by the transportation system,” Dr. Robert C. Hampshire, deputy assistant secretary for research and technology and chief science officer, said. Funding will be available over five years, subject to availability. “We’re proud to make this funding available to help develop the next generation of construction materials so that the future of our transportation infrastructure is more resilient, more sustainable, and made in America,” U.S. Transportation Secretary Pete Buttigieg said.

Biotechnology & Healthcare

[Cyberattacks on hospitals are likely to increase, putting lives at risk, experts warn \(The Hill\)](#)
Cybersecurity experts are warning that hospitals around the country are at risk for attacks

like the one that is crippling operations at a premier Midwestern children's hospital, and that the U.S. government is doing too little to prevent such breaches. Hospitals in recent years have shifted their use of online technology to support everything from telehealth to medical devices to patient records. Today, they are a favorite target for internet thieves who hold systems' data and networks hostage for hefty ransoms, said John Riggi, the American Hospital Association's cybersecurity adviser. "Unfortunately, the unintended consequence of the use of all this network and internet-connected technology is it expanded our digital attack surface," Riggi said. "So, many more opportunities for bad guys to penetrate our networks." The assailants often operate from American adversaries such as Russia, North Korea and Iran, where they enjoy big payouts from their victims and face little prospect of ever being punished.

[Lawmakers, advocates champion MDMA as a 'game-changer' in PTSD treatment](#)

[Athira Pharma's ALS drug boosts survival and slows motor decline in mice, as human studies planned \(Fierce Biotech\)](#)

Athira Pharma's amyotrophic lateral sclerosis (ALS) drug ATH-1105 appears to boost survival and reduce motor function decline in mouse models of the disease, according to new data published Feb. 7 in *Frontiers in Neuroscience*. "These data demonstrate that ATH-1105 treatment results in significant, consistent beneficial effects both in cell culture and in vivo models of ALS," Kevin Church, Ph.D., chief scientific officer at Athira, said in a press release. "These studies further support the therapeutic potential and continued development of ATH-1105, which is targeted to advance into first-in-human studies this year." The new study reports on experiments conducted on cultured neurons and mouse models. One set of experiments involved 60 male mice, 40 of which were models of ALS—meaning they had a gene mutation that causes the buildup of TDP-43, the most plausible culprit in neuronal damage caused by the disease. The ALS mice were given either ATH-1105 or a control solution beginning from ages 1 to 5 months old. The time to death was 85 days in the mice that received the control solution and 129 days in the mice treated with ATH-1105. At 152 days, 75% of the treated mice were still alive, compared with 35% of the untreated mice.

Climate & Development

[Department of Energy Partners With States and Research Institutes to Boost Offshore Wind Development \(Inside Climate News\)](#)

Calling it a timely and necessary initiative, industry groups and clean energy advocates hailed a multimillion dollar partnership between the U.S. Department of Energy, the states of Maryland and Massachusetts and leading research institutes to establish a center of excellence for offshore wind energy. The announcement comes as multiple states struggle to implement offshore wind projects and ensure the clean energy transition is reliable and equitable. With roughly 40 partners positioned across the United States, the Academic Center for Reliability and Resilience of Offshore Wind (ARROW) is intended to drive progress toward the Biden administration's goals of generating 30 gigawatts of offshore wind by 2030, a 100 percent clean electricity grid by 2035 and net zero emissions economy-wide by 2050. Having committed to generate 8.5 gigawatts of wind energy by 2031, Maryland is expected to play a key role in achieving the national target of 30

gigawatts. Recently, the state's offshore wind market has faced financial headwinds, supply chain hiccups and regulatory bottlenecks such as permitting delays, resulting in delayed and canceled projects.

[California regulator OKs \\$1.9B plan to expand zero-emission vehicle infrastructure](#)

[House bill would connect Texas's ERCOT with national grid \(The Hill\)](#)

Reps. Greg Casar (D-Texas) and Alexandria Ocasio-Cortez (D-N.Y.) have introduced legislation that would connect Texas's self-contained grid with the rest of the nation, three years after extreme winter weather knocked out the grid and killed hundreds of Texans. Casar and Ocasio-Cortez announced the legislation Wednesday, the third anniversary of the winter storm. The Connect the Grid Act would place the Electric Reliability Council of Texas (ERCOT) under the purview of the Federal Energy Regulatory Commission (FERC). It would also require the Energy Department and FERC to conduct a study on the benefits of connection with Mexico. Casar said that if the bill had been law at the time, "We could have kept millions out of people out of these mass power outages if we connect the grid to the rest of the country ... it's called supporting one another, it's something we believe in in Texas and it's something we believe in in the United States of America." The Texas Democrat noted that parts of Texas that are close enough to state borders to have interstate connections, such as El Paso in the west and Beaumont in the east, were able to avoid much of the loss of power caused by the storm.

Next Week's Hearings

Armed Service Committee:

House: None listed

Senate: None listed

Appropriations Committee:

House: None listed

Senate: None listed

Homeland Security Committee:

House: None listed

Senate: None listed



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