



**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION  
BOARD RESOLUTION 2014-06**

**A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION ENDORSING THE HRTPO 2015 LEGISLATIVE AGENDA.**

**WHEREAS**, the Hampton Roads Transportation Planning Organization (HRTPO), designated by the Governor of the Commonwealth of Virginia in accordance with Section 134, Title 23, United States Code (23 USC 134) and applicable federal and state regulations, is the policy body responsible for the urban transportation planning and programming process of the Hampton Roads metropolitan planning area;

**WHEREAS**, the Hampton Roads metropolitan planning area includes the cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg; the counties of Isle of Wight, James City, and York; and a portion of Gloucester County;

**WHEREAS**, the HRTPO Board is comprised primarily of local elected officials and General Assembly members, representatives from the regional transit authorities as well as from state agencies such as the Virginia Department of Transportation, Department of Rail and Public Transportation, Virginia Port Authority, and Virginia Department of Aviation, and federal agencies such as the Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration;

**WHEREAS**, the HRTPO Legislative Ad-hoc Committee developed a list of legislative priorities to aid in the preparation of the HRTPO Legislative Agenda for the 2015 General Assembly session;

**WHEREAS**, the HRTPO has compiled the following legislative priorities to form the HRTPO 2015 Legislative Agenda for the purpose of conveying the information to the General Assembly for its review and consideration for the 2015 General Assembly session:

- The HRTPO supports pursuit of federal funding by the Commonwealth of Virginia for preparation of a Tier II Environmental Impact Statement (EIS) for the continuation and expansion of intercity and high-speed passenger rail service from Richmond to Hampton Roads. The estimated cost for the Tier II EIS is \$25 million.

- The HRTPO supports reconstitution of the representation on the Commonwealth Transportation Board (CTB) based on congressional districts so that representation on the CTB would be aligned with the population of the Commonwealth. Specifically, to have one CTB member appointed for each Congressional district, while retaining the current number of At-Large members.
- The HRTPO supports requiring the CTB and the Virginia Department of Transportation (VDOT) to distribute Highway Maintenance and Operations Funds to public and private operators of toll roads on an equitable basis, in order to reduce the reliance upon toll dollars for the funding of maintenance of toll roads. In addition, the HRTPO supports encouraging the CTB and VDOT to re-examine state maintenance commitments on existing contracts for private toll road operators.
- The HRTPO supports the identification of a dedicated source of funds to support public transportation for the Hampton Roads region. As transit services continue to grow statewide, funding from all sources continues to decline.
- The HRTPO supports that transit be an eligible investment category of the Hampton Roads Transportation Fund (HRTF). Transit is currently an eligible use of regional funds in Northern Virginia.
- The HRTPO supports the Commonwealth of Virginia to pursue funding options to cover the loss of state transit capital funding that will result from the expiration of Capital Projects Revenue (CPR) Bonds.
- The HRTPO supports a Joint Legislative Audit and Review Commission (JLARC) review of the equity of transportation funding, similar to the 1984 JLARC Study #64, to provide an updated examination of the adequacy of funding for transportation.
- The HRTPO supports the full implementation of the recommendations of the 2010 HB42/SB201 Transportation Programs Performance Audit.
  - Background: JLARC was directed by the Virginia General Assembly, in its 2010 session (HB 42 and SB 201), to assess Virginia's approach to transportation planning and programming. This assessment was an attempt to *"address the alignment of Virginia's processes with federal requirements, collaboration between the State and Metropolitan Planning Organizations, and staffing issues."*
- The HRTPO supports continued funding of the Virginia Intercity Passenger Rail Operating and Capital Fund (IPROC) at the level set forth in the Virginia Transportation Act of 2013.



- The HRTPO supports amending the enabling legislation for the Hampton Roads Transportation Accountability Commission (HRTAC) and the Hampton Roads Transportation Fund (HRTF) to allow for the use of HRTF moneys to fund HRTAC staff and administration.
  - Background: The legislation that established the Hampton Roads Transportation Accountability Commission (HRTAC) states that the *“Commission may employ a chief executive officer and such staff as it shall determine to be necessary to carry out its duties and responsibilities under this chapter”*, however, neither this legislation nor the legislation that created the Hampton Roads Transportation Fund (HRTF) allows for the use of HRTF revenues to be used to pay for HRTAC staff and administration. Several General Assembly members serving on the HRTPO and/or HRTAC Boards, as well as the Secretary of Transportation, have expressed support for the use of HRTF moneys to fund HRTAC staff and administration.
  
- The HRTPO supports amending the enabling legislation for the HRTAC to allow the Chief Elected Officer (CEO) of a locality to designate another member of the council or board of supervisors to cast votes for the CEO on behalf of the locality at HRTAC meetings. The Chair of the HRTAC shall be notified of such a designation, in writing or electronically, and such a designation shall only be for the upcoming meeting that the CEO is unable to attend.
  - Background: The legislation that established the Hampton Roads Transportation Accountability Commission (HRTAC) specifies that the voting member for each of the cities and counties embraced by the Commission shall be the Chief Elected Officer (CEO) of the city or county. Most CEOs have careers that require their attention and it is reasonable that full-time employment requirements may occasionally take priority over attendance at an HRTAC meeting. Furthermore, in the event a CEO was incapacitated for many months, the CEO’s locality would not be represented at HRTAC meetings and could be disenfranchised.
  
- The HRTPO Board supports amending the enabling legislation for the HRTAC to use the decennial census population figures for the year of the census and to use the population estimates (not projections) developed by the Weldon Cooper Center for each year between census years.
  - Background: The legislation that established the Hampton Roads Transportation Accountability Commission (HRTAC) stipulates that the *“population of the counties and cities embraced by the Commission shall be the population that is determined by the most recently preceding decennial census, except that on July 1 of the fifth year following such census, the population of each county and city shall be adjusted, based on population projections made by the Weldon Cooper Center for Public Service of the University of Virginia.”*