



**Hampton Roads
Transportation Planning Organization
Board Meeting
December 16, 2009**

AGENDA NOTE HANDOUT

Item #8:

**HRTPO Project Prioritization and Selection Process
Additional Information**

Dwight FARMER - Congress passed \$2.5 billion for high-speed rail

From: "Daniel L. Plaugher" <vhsrdc@earthlink.net>
To: <dfarmer@hrpdcva.gov>
Date: 12/15/2009 3:58 PM
Subject: Congress passed \$2.5 billion for high-speed rail
CC: <ddickens@hrp.org>

Dwight,

Great news. This weekend the House and Senate passed HR 3288, the funding bill for the U.S. Department of Transportation that included \$2.5 billion for high-speed rail for FY 2010. Please send my appreciation to your board members for allowing me to present this resolution, however with the legislation's passage, the resolution is not necessary.

I hope as Virginians for High Speed Rail begins pushing for sustained funding for FY 2011 and beyond, you will allow me to bring a similar resolution before your board.

I hope you have a great New Year and Happy Holidays,

Cheers,

Daniel L. Plaugher
Executive Director, Virginians for High Speed Rail
Co-Chair, the Fourbillion.com Coalition
804.864.5193
804.461.8165 (Cell)
vhsrdc@earthlink.net
www.vhsr.com



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1700 North Main Street
SUFFOLK, VIRGINIA 23434

DAVID S. EKERN, P.E.
COMMISSIONER

December 10, 2009

Mr. Dwight W. Farmer
Executive Director
Hampton Roads Metropolitan Planning Organization (HRTPO)
723 Woodlake Drive
Chesapeake, Virginia 23320

RE: HRTPO Program Priorities
(Methodologies and Implementation Tool)

Dear Mr. Farmer:

Thank you for engaging me in the discussion regarding the HRTPO Program Priorities (Methodologies and Implementation Tool) project and progress to date. The approaches backed by TPO staff, to suspend work on producing a draft report for today and adjust focus towards developing a third evaluation criterion, Economic Vitality, in addition to Project Utility and Project Viability is understood.

The Virginia Department of Transportation (VDOT) entered into this partnership to provide financial assistance to the TPO effort in developing a prioritization tool. Use of the VDOT on-call consultant (Kimley-Horn) contract and commitment of financial resources requires that an acceptable and timely product be delivered. It must be acknowledged that the Steering Committee for this effort has modified the original project scope, at additional cost. The consultant is prepared to deliver the draft report on Friday, December 11, 2009 as agreed upon during our meeting of November 23, 2009. At that meeting, we also discussed that this tool would evolve.

In consideration of the above, we recommend that Kimley-Horn complete delivery of the draft report which includes eight (8) chapters, approximately 100 pages and the prioritization tool as Methodologies and Implementation Tool Version 1.2. We further recommend that the Methodologies and Implementation Tool Version 1.2 be reviewed by the HRTPO Program Priorities Steering Committee as planned.

RECEIVED

DEC 11 2009

HRPDC

Additionally, after review of the two phased approach by the TPO Policy Board, direction to separate and develop the third criteria, Economic Vitality, could result in development of Version 1.3. Regardless of the approach, additional funding and associated work will be required.

We also recommend that following acceptance and close out of the existing (modified scope of work), the next steps should be:

- 1) Develop a revised scope for the 3 phase approach; adding Economic Vitality and removing this component from the Project Utility
- 2) Scope of work be developed cooperatively among TPO, VDOT, HRPDC staffs, and key members of the HRTPO program priorities steering committee
- 3) Determine funding amount necessary and identify source of funds
- 4) Pursue adding the third evaluation criteria, Economic Vitality, utilizing HRPDC staff with ODU support
- 5) Set a definitive schedule for issuance of Version 1.3 reflecting the three evaluation criteria; Economic Vitality, Project Utility, Project Viability.

This approach is consistent with VDOT's original understanding that the initial product from the efforts undertaken and overseen by the Steering Committee would be iterative and the initial product would require enhancements as it was reviewed, applied, and implemented. We believe the current two criteria evaluation model is better than the initial one criteria model. It is time to issue the model. Subsequently, the third criteria can be added and the model improved.

Therefore, today's separate delivery of the two criteria approach satisfies the contractual agreement in the original (as modified) scope of work. It also establishes a legitimate platform to launch the three criteria approach. VDOT is willing to continue to partner on this effort.

Thank you for your continued support in this effort.

Sincerely,



Dennis W. Heuer, P.E.
Hampton Roads District Administrator

Enclosure

cc: Mr. Carl F. Tewksbury, P.E. Kimley-Horn & Associates, Inc.
Ms. Marsha Fiol, VDOT TMPD
Mr. Adam Jack, PE, VDOT HR District Planning & Engineering