

**RICHMOND AREA
METROPOLITAN PLANNING ORGANIZATION**

**MINUTES OF MEETING
July 8, 2010**

MEMBERS PRESENT

Edward L. Henson, III, **Chair**Town of Ashland
Joseph Andrews, Jr.County of Goochland
Richard W. Ayers.....County of Powhatan
Viktoria W. Badger.....City of Richmond
Robert M. Berry RMA
Malvern R. ButlerCounty of Goochland
Deborah Coats (Alternate)County of Hanover
Douglas G. Conner (Alternate).....City of Richmond
Robert A. Crum, Jr..... RRPDC
Tammye Davis (Nonvoting)FHWA
Marleen K. DurfeeCounty of Chesterfield
Thomas E. Flynn.....City of Richmond
Daniel A. GeckerCounty of Chesterfield
Kathy C. GrazianoCity of Richmond
Thomas A. Hawthorne..... VDOT
James M. HollandCounty of Chesterfield
George M. Homewood..... County of New Kent
Amy M. Inman (Nonvoting Alternate) DRPT
John M. Lewis.....GRTC Transit System
Jean M. Moore County of Henrico
Patricia S. O’Bannon County of Henrico
Robert R. SetliffCounty of Hanover
Barbara K. Smith (Alternate).....County of Chesterfield
Frank J. Thornton..... County of Henrico
Stran L. Trout..... County of New Kent
Joseph E. Vidunas.....County of Hanover
Joseph B. WaltonCounty of Powhatan

MEMBERS ABSENT

Timothy W. Cotman, **Vice Chair**..... County of Charles City
Linda G. Broady-Myers (Nonvoting)EDAC
Cliff Burnette (Nonvoting) VDA
Ryan Long (Nonvoting)..... FTA
E. Todd Eure County of Henrico
John Gordon.....County of Hanover
Corey W. Hill (Nonvoting) VDRPT
John K. Jacobs (Nonvoting).....CTAC Co-Chair
John McCrackenCounty of Chesterfield
Herbert A. Richwine (Nonvoting)CTAC Co-Chair
Ellen F. RobertsonCity of Richmond
John Rutledge.....CRAC
Von Tisdale (Nonvoting) RideFinders

OTHERS PRESENT

Peter Bacque Richmond Times-Dispatch
Suzette Denslow.....City of Richmond
Daniel T. Grinnell VDOT
Doris McLeod VDEQ
Kevin B. Page DRPT
Daniel L. Plaughter VHRS
Jim Ponticello..... VDOT
Mark Riblett (Alternate) VDOT
Ronald Svejkovsky VDOT
Joe Swartz DRPT
Gregory Wingfield.....Greater Richmond Partnership

STAFF PRESENT

Daniel N. Lysy (Alternate), **MPO Secretary**..... RRPDC
Anne Darby RRPDC
Chuck Gates RRPDC
Jin Lee RRPDC
Barbara Nelson..... RRPDC
Sharon Robeson RRPDC
Greta Ryan RRPDC
Randy Selleck RRPDC
Jackie Stewart RRPDC
Lee Yolton RRPDC

CALL TO ORDER

MPO Chairman Edward L. Henson called the July 8, 2010 meeting of the Richmond Area Metropolitan Planning Organization (MPO) to order at approximately 2:20 p.m. in the Richmond Regional Planning District Commission Board Room.

MEETING QUORUM

MPO Secretary Daniel N. Lysy reported that a quorum was present.

PLEDGE OF ALLEGIANCE

All present stood and recited the Pledge of Allegiance to the United States flag.

I. ADMINISTRATION

A. Additions/Changes to MPO Agenda –

Chairman Henson announced that if there were no objections, agenda items III.D, III.E, and III.F would be moved forward in the agenda to be considered immediately following agenda item I.C. Open Public Comment Period. No objections were voiced and on motion of Malvern R. Butler, seconded by Joseph B. Walton, the agenda was amended as requested.

B. Minutes of the May 13, 2010 MPO Meeting –

On motion of Malvern R. Butler, seconded Robert R. Setliff, the minutes of the May 13, 2010 MPO meeting were unanimously approved as presented.

C. Open Public Comment Period –

Chairman Henson recognized Daniel L. Plaughner, Executive Director of Virginians for High Speed Rail (VHSR). Mr. Plaughner commended the MPO for its support for regional cooperation in advancing high speed rail. He noted that though there have been recent disappointments, the issues are the same issues the region has been addressing for the last 16 years. He said essentially the difference now is that there are billions of dollars in federal funding to be pursued to fix the issues. He said that as a nation, state, and region we are going through some learning curves noting that only about two percent of the funds for high speed rail have been allocated. Mr. Plaughner said regional cooperation like the MPO helps to continue the pursuit of expanded high speed rail to the Commonwealth of Virginia, and to expand the Southeast High Speed Rail corridor to connect Main Street Station, Staples Mill Station, and the Ashland Station with fast, frequent and reliable trains. Mr. Plaughner said as we advance, he hopes that regional cooperation will continue in support of high speed rail. Mr. Plaughner thanked the MPO on behalf of the VHSR Board.

Greg Wingfield with the Greater Richmond Partnership echoed Mr. Plaughner's comments saying that from an economic development perspective, high speed rail is very important to the region's long-term economic viability and having center city service is key as part of our long-term business attraction program. Mr. Wingfield said the Partnership is looking at industry clusters and a lot of their activity is around defense-related businesses that are in the Washington, D.C. corridor involved with Homeland Security and he said that over the long term we need to allow a seamless transportation on high speed rail between Richmond and D.C. He said it is vital to our economic development and he echoed Mr. Plaughner's comments on looking at this as regional cooperation making sure that the funding is here on the short-term and that we plan for the next generation to make sure we have alternative energy options between here and Charlotte, Raleigh, as well as north up to D.C. and further. Mr. Wingfield thanked the MPO.

There being no further comments, Chairman Henson closed the Public Comment Period of the meeting.

II. NEW BUSINESS

D. Richmond Region Rail Projects –

Chuck Gates, RRPDC Communications Coordinator, provided an extensive review of plans and projects for passenger rail in the Richmond

Region noting CTB action to provide nearly \$100 million for the Richmond to Hampton Roads Passenger Rail project along the Route 460 corridor and Virginia Department of Rail and Public Transportation (DRPT) adoption of a plan to bypass Main Street Station for northbound passenger rail service from Petersburg in the initial phase of this project due to the high cost of upgrading the corridor and the lack of funds.

Kevin Page, DRPT Chief of Rail Transportation, noted the opportunity Norfolk Southern (NS) presented to begin operating conventional speed passenger rail, three trains a day, from Petersburg to Norfolk and the need to reconcile that opportunity with February CTB action that called for higher speed rail of 90 mph where practical and feasible. The CTB's action provides that we incrementally build as well as plan future projects. Mr. Page stated for the record that CSX, a major operating railroad in the Richmond Region, has been very cooperative in this process. He noted that they are willing to allow us to start a conventional rail train provided we "...draw a line in the sand where the Southeast Corridor study began, and that's at Petersburg." He also noted that we have a great opportunity to start a train to Norfolk, and that the improvements that are slated for the \$93 million (in state Rail Enhancement Funds) area all along the segment between Norfolk and Petersburg. He noted further that Main Street Station is and remains the "...logical termini of the Tier II EIS..." (for the Southeast Corridor Tier II EIS project between Richmond and Raleigh) and it also remains "...the logical termini for the Hampton Roads Passenger Rail project as we move forward with the federal program." He reported there is an August 6 deadline for the next round of rail funding applications, which will require a 20 percent match. He also reported that the historic first meeting of the Virginia-North Carolina Interstate High Speed Rail Compact will take place Monday, July 12, in Raleigh. Mr. Page will provide a more detailed report on rail projects in the Richmond Region at a future MPO meeting; he responded to questions and heard MPO comments with major points as follows:

- No agreement or Memorandum of Understanding (MOU) existed between FRA and FHWA, that would allow the \$10 million in state stimulus funds to be flexed within the available timeframe from FHWA to FRA for use on the Acca Yard PE project.
- DRPT will submit an application directly to FRA by the August 6 deadline for a portion of the \$2.45 billion in FY 10 federal funds to complete all the PE work from the north end of the platform on the west side of Main Street Station to D.C., which will include a \$2 million PE project to cover work up to Hermitage Road.
- DRPT hopes to achieve 30 percent design with a completed Tier II EIS, which is required for the magnitude of work to be done in the Richmond Region, in order to be competitive with shovel-ready projects eligible for construction funding; the timeframe for this process is being developed.

- Both the S Line and the A Line are critical to successful passenger rail service in the Richmond Region; just as service to Hampton Roads is critical to deal with their congestion, so service to Main Street Station is critical to the Richmond Region for economic vitality.
- Timely reporting and information are critical moving forward to prevent glitches in process, funding, etc. and staff will continue efforts to facilitate the flow of pertinent information between the various entities to support development of passenger rail service through the region.
- Mr. Page suggested that MPO members take the time to become thoroughly educated on the SEHSR Tier II EIS and the various alternatives considered and to participate in some of the public hearings being held in North Carolina on this study.

E. Acca Yard (PE) ARRA Funded Project TIP/STIP Status –

Dan Lysy provided a brief report on the history of the effort to provide \$10 million in ARRA stimulus funds for the Acca Yard (PE) project, which culminated in removal of the project from the VDOT/DRPT FY 2011 – 2016 SYIP with the project remaining in the MPO's adopted FY 09 – FY 12 TIP. He said that funds originally placed on this project are now placed on a project outside of our region. Tammye Davis, with FHWA, reported that given the deadlines of the ARRA program, and with the initial understanding of projects possibly coming in under anticipated costs, it was determined to be a quicker and smoother transaction to keep certain projects on the TIP and within the STIP so that obligations could take place after the fact, and that VDOT could come back after September 30 to do the final work. She stated that there were some concerns about the Acca Yard (PE) project's eligibility for ARRA funding, and based on ARRA project selection criteria, the project was determined to be ineligible. She said the RRPDC and VDOT received notice yesterday [Wednesday, July 7] by e-mail from FHWA Virginia Division Administrator Irene Rico informing that the project is not eligible for ARRA funds. Ms. Davis said the project did not meet the three-year completion criteria and was not a viable ARRA project since there were no construction or other funds on the project, only the ARRA funds for PE. Mr. Lysy indicated staff's primary concern in this matter is the lack of consultation by VDOT with the MPO with funding for a project in the Richmond area shifted off of it and to another project outside of the Richmond MPO area, and Ms. Davis indicated that is something FHWA would like to work with VDOT and the MPO on in the near future. There was extensive MPO discussion on Ms. Davis' comments regarding ineligibility and Mr. Page's comments regarding the inability to flex funds from one federal agency to another.

On motion of Malvern R. Butler, seconded by Kathy C. Graziano, the MPO voted unanimously to submit a letter to the Commonwealth's Secretary of Transportation as well as the U.S. Secretary of

Transportation expressing the MPO's concern and frustration over not being able to flex highway dollars to rail projects due to the lack of an agreement between FHWA and FRA, and asking what the MPO must do to ensure that in the future the MPO will be able to flex funds from one federal agency to another, should they choose to do so.

Mr. Lysy said staff would prepare and submit such a letter.

F. RSTP/ARRA Funds Reallocation –

Barbara Nelson noted information included under tab nine in the agenda package as well as the handouts just distributed, a PowerPoint presentation, "American Recovery and Reinvestment Act (ARRA)," and a revised resolution for MPO consideration.

Ms. Nelson reviewed the federal, state and MPO roles in advancing and selecting ARRA projects and the allocation and obligation history for ARRA allocations in the Region. She said the MPO initially committed \$20.8 million to three projects in the Region: Road Widening and Bridge Replacement over I-95 at Lewistown Road, West Hundred Road/Route 10 in Chesterfield County, and Route 250 in Goochland County. ARRA allocations could not be placed on the Lewistown Road Bridge Replacement project, so a series of fund transfers were approved to advance an adjacent project using a like amount of funds. Ms. Nelson said approximately \$3.4 million in residual ARRA funds became available after bids were received at the end of June, and MPO action on May 13 provided guidance in allocating these residual ARRA funds. The first priority was funds remaining on the three stimulus projects with work scope revised to allow for use of available funds; the second priority, adding available funds on other ARRA projects in the Richmond MPO area including VDOT and GRTC ARRA projects; and the third priority was to consider placing available ARRA funds on any other RSTP project in the Region.

Ms. Nelson noted that since the MPO agenda package was mailed, there have been subsequent e-mails and correspondence to MPO members, one on July 2 following the July 1 special TAC meeting, and one yesterday afternoon after receipt of additional information. She apologized for not being able to have all the necessary information in time to address issues in the recommendation for MPO action in advance of the meeting, but noted some of the challenges revealed in discussion earlier in the meeting. Ms. Nelson reviewed the revised resolution distributed for MPO consideration noting that Priority One, Acca Yard/Richmond Area Rail Projects, was determined by FHWA on July 7 to be ineligible for ARRA funds and she said staff will work with DRPT to identify other funding strategies to advance key components of this regional priority. Ms. Nelson said Priority Two for the residual ARRA funds is to support GRTC bus replacements allowing the purchase of eight buses at a cost of approximately \$390,000 per bus, for a total allocation to GRTC of approximately \$3.1 million, provided that VDOT processes the State

Transportation Improvement Program (STIP) amendment and obtains the required 1511 certification by the Governor in order for the funds to be obligated within the ARRA deadline. Ms. Nelson said this would leave a balance of approximately \$276,000 in residual balance which staff recommends be placed on the Route 10 project in Chesterfield County to reduce the amount of local share. Ms. Nelson also reviewed the three “Further Resolved” paragraphs of the revised resolution and then offered to answer questions with the following major points being brought forward:

- The \$412,000 for the Route 250 project in Goochland County is included in the 25 percent contingency for that project and project additions and is not considered residual ARRA funding.
- The contingency on the Lewistown Road project and the Chesterfield County project is 10 to 12 percent.
- At the request of Kathy Graziano, a change was made to the second Whereas, Priority One, Acca Yard/Richmond Area Rail Projects and other associated projects to incorporate wording on page five of the PowerPoint handout on the Second Priority, “...by FHWA that the project was not eligible to advance with the ARRA funds on July 7, 2010 and will work with DRPT to confirm need and identify other funding strategies to advance key component of regional priority.”
- In response to a question by Tammye Davis, changes were made to the last “Be It Further Resolved” paragraph of the resolution deleting the words “surplus ARRA” and changing reallocation to “allocation.”
- In response to a question by George Homewood, dollar amounts included on the last PowerPoint slide will be added to the resolution noted as estimated numbers since the final precise numbers are not known, even though changes are not anticipated.
- Responding to a question by Barbara Smith, Barbara Nelson stated that staff has received FTA confirmation that if the MPO takes action today to allocate funds for GRTC Bus Replacement, and if VDOT makes the agreed STIP amendments and secures the required 1511 certification from the Governor, the MPO will be able to meet all of the ARRA deadlines. John Lewis, GRTC, confirmed that the bus order can be submitted in August which will satisfy federal requirements for obligation. Tammye Davis, FHWA, noted that the deadline for flexing federal funds from FHWA to FTA is July 30, so all the amendments, the certification, and the actual Flex transfer request from VDOT need to be in to FHWA by July 30, and she indicated that FHWA will do whatever is needed to assist. Tom Hawthorne indicated VDOT is committed to getting the 1511 certification and work through the necessary steps for the TIP and STIP amendment for the CTB meeting, though he indicated it is a very tight deadline.

- In response to a request from George Homewood, dollar amounts included on the last PowerPoint slide will be added to the resolution, noted as estimated numbers, but showing the estimated costs (e.g., \$390,000 for each bus) since the final precise numbers are not known, even though changes are not anticipated.
- The May 13 MPO action set forth what the first and second priorities would be should there be any residual ARRA funds once the bids were finalized; it was not necessary to move to the third priority since all available surplus funds were utilized in the first two priorities.

On motion of Kathy C. Graziano, seconded by Richard W. Ayers, the Richmond Area Metropolitan Planning Organization unanimously approved the following resolution:

WHEREAS, Richmond Regional Planning District Commission (RRPDC) staff have worked with the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) staffs to confirm project eligibility for reallocating all remaining surplus RSTP/ARRA funds to projects in the following order;

WHEREAS, Priority One, Acca Yard/Richmond Area Rail Projects (UPC #T8129) was determined by FHWA on July 7, 2010 to be unable to advance with ARRA funds and staff will work with DRPT to identify other funding strategies to advance key components of this regional priority; and

WHEREAS, FTA has confirmed that Priority Two, GRTC Bus Replacements (UPC #T9879, new project), can be obligated within the ARRA deadline, provided that VDOT processes the State Transportation Improvement Program (STIP) amendment and obtains the required 1511 certification by the Governor; and

WHEREAS, Priority Three, Route 10 (UPC numbers 94857 and 80529) – Residual RSTP/ARRA funds that may remain from reallocation under Priority Two, as noted above, be obligated to reduce the local funding provided by Chesterfield county for this Route 10 project; and

WHEREAS, the residual RSTP/ARRA funds are estimated to be reallocated as follows:

- 1) GRTC Bus Replacement (UPC number T9879): \$3,120,000 RSTP/ARRA; and
- 2) Route 10 (UPC numbers 94857 and 80529): \$276,424 RSTP/ARRA

THEREFORE, BE IT RESOLVED, that the Richmond Area Metropolitan Planning Organization (MPO) directs the reallocation and re-obligation of Regional Surface Transportation Program (RSTP) American Recovery and Reinvestment Act (ARRA) of 2009 funds and authorizes RRPDC staff to advise VDOT as to the MPO's reallocation of these surplus RSTP/ARRA funds first for the GRTC Bus Replacements project

(UPC #T9879), and any remaining funds to the Route 10 project (UPC numbers 94857 and 80529) to replace Chesterfield County/local funds; and

BE IT FURTHER RESOLVED, that the MPO authorizes RRPDC staff to act on behalf of the MPO to amend and/or adjust the FY 2009 – FY 2012 Transportation Improvement Program (TIP) to reflect the selected projects for reallocation and re-obligation of these surplus RSTP/ARRA funds; and

BE IT FURTHER RESOLVED, that the MPO requests the assistance of the Commonwealth Transportation Board (CTB) in providing for the allocation of additional federal funds as may be needed to fully fund the Acca Yard (PE) project and/or nearby related projects considered as part of the Richmond Area Rail Improvement program.

I. ADMINISTRATION

D. MPO Chairman's Report –

1. Resolution of Appreciation for Outgoing MPO Chairman –

Chairman Henson read the Resolution of Appreciation for Outgoing MPO Chairman Patricia S. O'Bannon, included in tab two of the agenda package. On motion of Kathy C. Graziano, seconded by Richard W. Ayers, the MPO unanimously approved the following resolution:

WHEREAS, Patricia S. O'Bannon serves as one of the County of Henrico members to the Richmond Area Metropolitan Planning Organization (MPO); and

WHEREAS, Patricia S. O'Bannon has served as MPO Chairman from July 1, 2009 to June 30, 2010; and

WHEREAS, Patricia S. O'Bannon during her tenure as MPO Chairman has provided exceptional commitment, guidance and direction for the MPO;

NOW, THEREFORE BE IT RESOLVED, that the Richmond Area Metropolitan Planning Organization does hereby express its sincere appreciation and gratitude this eighth day of July 2010 to Patricia S. O'Bannon for her leadership and outstanding service as MPO Chairman.

Chairman Henson thanked Ms. O'Bannon for her service and presented her with the signed resolution.

2. MPO Executive Committee Appointments –

Chairman Henson announced FY 11 MPO Executive Committee appointments as follows: Edward L. Henson, III, MPO Chairman, Town of Ashland; Timothy W. Cotman, MPO Vice Chairman, Charles City County; Daniel A. Gecker, Chesterfield County; Malvern R.

Butler, Goochland County; Robert R. Setliff, Hanover County; Patricia S. O'Bannon, Henrico County; Stran L. Trout, New Kent County; Joseph B. Walton, Powhatan County; and Kathy C. Graziano, City of Richmond.

3. Other Business –

No other business was brought forward.

E. RRPDC Transportation Director's Report –

1. ARRA Projects Status –

Dan Lysy reported the latest available reports for VDOT and GRTC prior to mailing the MPO agenda package (as of June 24) were included in tab three of the agenda package.

2. Southeast High Speed Rail Tier II Draft EIS Public Meetings and Hearings –

Mr. Lysy noted the notice of the Southeast High Speed Rail Tier II EIS public meetings/hearings is included in tab three of the agenda package.

3. Virginia – North Carolina High Speed Rail Compact –

Mr. Lysy reported information on the Compact meeting is included in tab three of the agenda package.

4. Other Business –

Mr. Lysy had no other business to report.

II. OLD BUSINESS

III. NEW BUSINESS

A. Consent Action Item –

1. FY 09 – FY 12 TIP Amendment, Genito Road (Rt. 604) Bridge Replacement –

On motion of Barbara K. Smith, seconded by Marleen K. Durfee, the Richmond Area Metropolitan Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Area Metropolitan Planning Organization (MPO) amends the *FY 2009 – FY 2012 Transportation Improvement Program (TIP)* by adding the Genito Road (Route 604) bridge replacement project over Swift Creek (UPC 97160) by requesting the Virginia Department of Transportation to obligate \$200,000 in federal Bridge Funds in fiscal year 2010 for the preliminary engineering phase.

B. MPO Citizens Transportation Advisory Committee (CTAC) Meeting Report –

Mr. Lysy noted that neither of the FY 11 CTAC Co Chairmen, Herbert A. Richwine or John K. Jacobs, were present and briefly reviewed highlights from the staff report on the June 22, 2010 CTAC meeting included in tab four of the agenda package.

C. MPO Elderly and Disabled Advisory Committee (EDAC) Meeting Report –

Mr. Lysy reported that EDAC Chairman Linda Broady-Myers was unable to attend today's meeting and RRPDC Principal Planner Lee Yolton briefly reviewed highlights of the June 23, 2010 EDAC meeting included in the staff report in tab five of the agenda package.

G. New Ozone Air Quality Standards –

In view of the late hour, Doris McLeod agreed to address a few questions and will return to provide her presentation at the September 9 MPO meeting. Ms. McLeod stated that 2007 to 2009 monitoring showed ozone levels at 78 ppb and the 2008 new national ambient air quality ozone standard was set at 75 ppb, which the Region has already exceeded. She said that in January 2010, EPA proposed a reconsideration of that rule to lower the standard to within the Clean Air Science Advisory Committee's recommended health levels, between 60 to 70 ppb, which places the Region even further from attainment. Ms. McLeod said the EPA designation process, which should happen sometime next year, is probably going to use 2008, 2009, and 2010 data, and she noted that this summer has been especially problematic due to the heat, humidity and stagnation in the air. If we are designated as a nonattainment area, Ms. McLeod said the Region will need to go through the established planning process, as it has in the past, to improve air quality and it appears from the current EPA timeline that the Region would have about 24 months to prepare the plan which would probably be due sometime in 2013. EPA has said they will finalize their new standard around the end of August, so that should set some timelines for us under the Clean Air Act. Mr. Lysy thanked Ms. McLeod and apologized for the meeting running so long and not having adequate time to hear her presentation.

H. New Air Quality Conformity Mobile Model –

Mr. Ponticello also agreed, in view of the late hour, to return to provide his presentation at the September 9, 2010 MPO meeting. Mr. Lysy said Mr. Ponticello's presentation deals with the Region's air quality conformity model and he noted the MPO will use a new modeling procedure and software, MOVES2010, to prepare mobile source emissions inventories used for the Transportation Improvement Program (TIP), the Long-Range Transportation Plan (LRTP), and the Richmond Nonattainment Area SIP and conformity analysis. He said there is a two-

year grace period before the new model must be used for the next LRTP and TIP.

Mr. Ponticello stated briefly that the new model is of concern to us because emission estimates are significantly higher than what is being generated from the current MOBILE6 model, so it looks like we may be over the limit on the motor vehicle emissions budget in our current regional plan. Mr. Lysy thanked Mr. Ponticello for his comments and for his willingness to return in September to provide his presentation.

IV. OTHER BUSINESS

Stran Trout commended Chuck Gates and Kevin Page for their presentations on rail projects in the Richmond Region saying they were very detailed reports on a tough topic with a lot of controversy. He said this is something you can't do with sound bytes or headlines and he said he thought both of them put an awful lot into their presentations.

Vickey Badger commended Barbara Nelson, Dan Lysy, and Bob Crum for all their efforts and time spent on Richmond Region rail issues. She also emphasized the need for participation in the Southeast High Speed Rail hearings noting that 600 people attended the Richmond to Norfolk High Speed Rail hearings held in Hampton Roads. Ms. Badger said our voices and our presence are very important, and she asked that all present spread the word and personally attend the hearing at DMV on July 21 at 7:00 p.m. Mr. Lysy noted that the Open House begins at 5:00 p.m. with the actual hearing beginning at 7:00 p.m.

IV. ADJOURNMENT

Chairman Henson noted that the August 12 MPO meeting is tentatively cancelled and that the next MPO meeting is scheduled for Thursday, September 9, 2010. There being no further business, the meeting was adjourned at approximately 4:15 p.m.