

AGENDA ITEM #5: SUMMARY MINUTES OF THE NOVEMBER 8, 2012 CTAC MEETING

SUBJECT:

Summary Minutes of the November 8, 2012 CTAC meeting.

BACKGROUND:

Summary Minutes of the Citizen Transportation Advisory Committee meeting held on November 8, 2012.

Attachment 5

RECOMMENDED ACTION:

Approve the minutes.

**Summary Minutes of the
HRTPO Citizen Transportation
Advisory Committee (CTAC) Meeting
November 8, 2012**

The HRTPO Citizen Transportation Advisory Committee (CTAC) Meeting was called to order at 5:11 p.m. in the Regional Building Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTPO CTAC Members in Attendance:

William Harrison, Chair (VB)	Randy Lassiter (NO)
Shepelle Watkins-White, Vice-Chair (CH)	Randy Lougee (NO)
Bernie Whitlock (CH)	James Openshaw (NO)
Philip Olekszyk (GL)	Kirsten Tynch (PO)
Sharyn Fox (NN)	John Malbon (VB)
Yukari Hughes (NN)	Carolyn McPherson (VB)
William Christopher (NO)	Henry Lewis (YK)

HRTPO CTAC Members Absent:

Roberta Edwards (CH)	Kristen Wells (PO)
Mary Tedder (HA)	Richard Green (SU)
Michael Jones (IW)	Wanda Cooper (VB)
Don Cherry (JC)	Delceno Miles (VB)
Ricky Clifton (NN)	Dewey Hurley (WM)
Howard Manly (NN)	

OTHER PARTICIPANTS

Tony Kinn (OTP3)
Frank Fabian (VDOT)
Eric Stringfield (VDOT)

HRTPO Staff:

Brian Chenault	Kendall Miller
Dwight Farmer	Camelia Ravanbakht
Brian Miller	

Public Comment Period

There was no public comment.

Submitted Public Comments

There were no submitted public comments.

Approval of Agenda Summary Minutes of July 12, 2012 CTAC Meeting

Chair Harrison asked for any additions or deletions to the agenda. Ms. Fox asked to amend Item 6, *CTAC Bylaws: Amendment* in order to discuss a change in meeting time.

Chair Harrison asked for any additions or corrections to the July 12, 2012 minutes. Hearing none, Ms. Tynch Moved to approve the minutes as written and to approve the agenda with the one amendment; seconded by Ms. Fox. The Motion Carried.

Summary Minutes of September 13, 2012 CTAC Meeting

Chair Harrison asked for any additions or corrections to the September 13, 2012 minutes. Hearing none, Ms. Fox Moved to approve the minutes as written; seconded by Mr. Whitlock. The Motion Carried.

CTAC Bylaws: Amendment

Chair Harrison reported that at the July 12, 2012 CTAC meeting, Vice-Chair Watkins-White initiated a motion to amend the Bylaws to change the bi-monthly CTAC meetings to quarterly. He explained the bi-monthly meetings were staff intensive and attendance has been poor. He stated HRTPO staff created a spreadsheet composed of member attendance and under his authority as Chair; he is requesting a conference call with HRTPO Chair Ward, Mr. Farmer, Ms. Ravanbakht, Vice-Chair Watkins-White, and himself to discuss replacing those CTAC members who are not active. In addition, legal counsel has advised staff the bylaws cannot be amended unless 66% of CTAC members vote affirmatively. He indicated the CTAC has never convened a meeting with 66% of its members present.

Ms. McPherson asked if CTAC members could vote by mail or email. Chair Harrison replied the Freedom of Information Act (FOIA) requires members be in attendance to vote since CATC meetings are open to the public.

Chair Harrison reiterated his support of quarterly CTAC meetings, stating it may increase attendance. He commented the meetings should be convened at The Regional Building in Chesapeake as all other HRTPO Committee meetings are held there. There are several advantages to holding CTAC meetings at the Regional Building, including more HRTPO staff availability, recording capabilities, and consistency in location.

Ms. Fox agreed and indicated the meetings should be held at The Regional Building; however, she recommended changing the meeting time from 5:00 p.m. to 12:00 p.m. She noted that 5:00 p.m. is the worst travel time in the area.

Ms. Hughes expressed concern over daytime meetings noting it would require her to take leave from work to attend.

Mr. Whitlock commented when a new member is appointed, the importance of regular attendance should be emphasized.

Ms. Fox believed expectations were clear and members should be prepared to participate on a regular basis.

Chair Harrison thanked the CTAC members for their input; however, since a vote to amend the bylaws would require 17 CTAC members (66%) voting affirmatively and with only 14 members present, a vote could not be taken at this meeting.

Ms. Tynch asked if it would be in accordance with the bylaws if the CTAC members agreed to meet at 12:00 p.m. for only the January meeting and place the amendment on the January Agenda. Chair Harrison replied affirmatively.

Ms. Tynch Moved to convene the January CTAC meeting at 12:00 p.m. on the second Thursday at the Regional Building; seconded by Ms. McPherson. The Motion Carried.

Chair Harrison requested HRTPO staff transmit an email to all CTAC members informing them of the time change for the January 10, 2013 meeting. He also requested Mr. Farmer set up a conference call with Mayor Ward to discuss appointing new members to replace those who are not actively participating.

Ms. Fox Moved to publicize her written amendment on the HRTPO website stating that CTAC will attempt to vote in January on the proposed 12:00 p.m. start time for all CTAC meetings to be held on the second Thursday of each quarter at the Regional Building; seconded by Mr. Christopher. The Motion Carried.

U.S. Route 460 Project Briefing: OTP3

Mr. Tony Kinn, Director of the Office of Transportation Public-Private Partnerships (OTP3), and Mr. Frank Fabian, Special Projects Manager (VDOT) were introduced to provide an overview of the Route 460 project. Mr. Kinn stated it will be a four-lane, divided highway, stretching 55 miles, with two termini, and seven interchanges. Business U.S. Route 460 will still be available to travelers as a free alternative.

The project will address needed improvements and current transportation challenges associated with the existing U.S. Route 460, including:

- Travel Time Reliability
- Economic Development
- Safety
- Increasing Freight Movements
- Hurricane Evacuation Capability
- Military Strategic Connectivity

The new Route 460 will be an alternative to I-64 when travelling to Richmond and will save approximately 20 minutes.

Comparing Route 460 to other alternatives, it is a much less expensive undertaking. Cost analyses for Route 460 and the alternatives are as follows:

- I-64 Peninsula (widening to 6 lanes from Richmond to Hampton) plus improvements to the Hampton Roads Bridge Tunnel (HRBT) – \$9.6 to \$10.7 billion
- I-64 Peninsula (widening to 6 lanes from Richmond to Hampton) plus construction of Patriots Crossing – \$9.8 to \$10.4 billion
- Route 460 – \$1.396 billion

Mr. Kinn indicated the economic impact of the project would have positive results on the region by generating approximately 4,000 jobs during construction and 14,000-plus jobs long-term. At least 33% of the contractors will be from local Disadvantaged Business Enterprises (DBE) and Small, Women, and Minority (SWAM) Businesses. The corridor is intended to attract new businesses and also boost tourism.

The project cost, set at \$1.396 billion, has the following funding sources:

- VDOT – \$930 million
- Virginia Port Authority – \$250 million
- Private sector tax-exempt bonds – \$216 million

Mr. Kinn noted public subsidy from VDOT and the Virginia Port Authority will decrease should VDOT secure a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

The project will have three main partners:

- VDOT, who will maintain and operate the road
- U.S. 460 Mobility Partners, a joint venture between Ferrovial and American Infrastructure who will be responsible for designing and building the road utilizing a design-build contract
- 63-20 Corporation, who will issue tax exempt bonds

The route will be electronically tolled through E-ZPass at 6.7 cents per mile for cars and 21.3 cents per mile for trucks. Tolls will commence in 2018 and will be escalated at 3.5 % annually.

Through the PPTA process, the Commonwealth transfers significant risk to the private sector and is able to prohibit cost overruns and/or schedule delays.

Mr. Kinn stated public meetings and outreach will be conducted throughout the term of design and construction. The right-of-way process will occur following the design public hearings and will adhere to all federal and state right-of-way acquisition regulations. Construction should begin in 2014 with the roadway open to traffic in 2018.

Chair Harrison inquired as to the consequences the new project would have on the businesses along the existing Route 460. Mr. Kinn replied he was unsure; however, since the project will bring more traffic to the area, it should not affect them negatively.

Mr. Farmer asked whether the cost on Alternative 1 included all improvement to the HRBT. Mr. Kinn replied affirmatively.

Mr. Farmer asked for the cost estimate if only I-64 was widened and no improvements were made to the HRBT. Mr. Kinn replied the cost would be approximately three quarters less than the original \$10 billion.

Ms. Fox inquired as to whether VDOT was confident in achieving the DBE/SWAM goal. Mr. Kinn stated the objectives will be met; if not, it will be investigated.

Ms. Fox asked if VDOT has researched the number and availability of such firms. Mr. Fabian replied VDOT has organized a huge outreach effort, both within the area and outside the region. Mr. Kinn indicated there must be consistency in the process for the P3 program and the Commonwealth to move forward with mega projects

Mr. Malbon inquired to the increase in cost in order to recruit the DBE/SWAM firms. Mr. Fabian replied the firms cannot exceed cost put out for bid.

Ms. McPherson asked what percentage of freight traffic will shift to the new Route 460. Mr. Kinn replied he was unsure; however, he gave an estimate of 7,000 (60%) trucks per day.

Mr. Openshaw asked whether the Commonwealth received the best bargain for its taxpayers. Mr. Kinn answered affirmatively.

Mr. Openshaw commented that within the public sector, competition drives the bids down and this project seems severely limited due to acceptance of only three proposals on the P3 project.

Mr. Farmer stated he sat on two independent reviews panels for Route 460 and the original price estimate for the project was over \$2 billion, so the cost has been significantly reduced.

Mr. Kinn noted Route 460 is probably the toughest project his office will undertake.

Mr. Openshaw inquired about the Army Corps of Engineer permits. Mr. Fabian replied a letter is expected from them next week.

Mr. Whitlock asked whether the design contained any possibility to incorporate rail in the future. Mr. Fabian replied the median will not accommodate rail; however, a rail line could possibly be constructed adjacent to the roadway.

2040 Long-Range Transportation Plan: Visioning Survey

Ms. Miller reported the survey is intended to kick-off the visioning process for the 2040 Long-Range Transportation Plan (LRTP), obtaining public input that will be used to identify regional transportation needs and priorities that impact the region's economic vitality and quality of life. The survey questions cover a broad range of issues pertaining to transportation in the region, such as congestion, rising costs of transportation, and access to public transportation. The development of the LRTP is a four-year process and the efforts during the first year focus on ways to involve and engage the public.

In order to better inform the public about the survey, the HRTPO is placing 400,000 ads in the Virginian-Pilot, two million on Facebook, and distributing 30,000 bookmarks to area libraries. The survey will be available from November 15 – December 15, 2012 and takes approximately five minutes to complete.

Mr. Olekszyk asked how the results would be utilized. Ms. Ravanbakht replied the results will be used for the 2040 LRTP vision and goals.

HRTPO Meeting Place Map

Mr. Chenault reported the purpose of the HRTPO Meeting Place Map is to:

- Further HRTPO public involvement and outreach goals
- Promote a transparent, inclusive process
- Provide familiar, accessible, and convenient public meeting facilities

Using Google Maps technology, the Public Meeting Map displays libraries, community/recreation centers, and other facilities throughout Hampton Roads that the HRTPO may have public meetings at in the future. The Map acts as a resource to HRTPO staff, the public, and member localities, and users can view facilities by location and type and acquire detailed facts about each, including transit and accessibility information.

Mr. Chenault stated HRTPO staff will consistently update the map to ensure accuracy for the public and identify additional facilities as they become available.

Ms. Fox asked whether the map would be mobile friendly. Mr. Chenault replied he was unsure.

Passenger Rail Update: HRTPO Briefing

Ms. Ravanbakht reported there are several initiatives in Hampton Roads pertaining to Passenger Rail:

- Amtrak to Norfolk Passenger Rail
- Richmond/Hampton Roads Passenger Rail Study
- HRTPO Passenger Rail Study
- Virginia Beach Extension Study

The Amtrak to Norfolk Passenger Rail is a state-led effort by the Virginia Department of Rail and Public Transportation (DRPT), in coordination with Norfolk Southern, CSX, and Amtrak to extend Richmond's Amtrak Virginia regional service to Norfolk. When complete, commuters will have a one-seat ride from Norfolk to Washington, D.C., Baltimore, New York City and as far north as Boston. Service to Norfolk will commence on December 12, 2012.

Ms. Ravanbakht stated the Richmond/Hampton Roads Passenger Rail Study is a state-led effort by DRPT, investigating higher speed rail service. It is currently under study and the Final Tier I Environmental Impact Statement (EIS) was approved by the Federal Railroad Administration (FRA) in August 2012 with a Record of Decision (ROD) expected forthwith.

The HRTPO Passenger Rail Study is a regional-led effort which began in 2009 with an HRTPO Board-approved resolution. In Spring 2010, the Board retained the services of Transportation Economic Management & Systems, Inc. (TEMS) to initialize a regional Vision Plan for high-speed passenger rail on a dedicated track. The project is currently in the Data Collection phase for the Service Development Plan.

Ms. Ravanbakht indicated the Virginia Beach Extension Study is a joint state/regional-led effort. Hampton Roads Transit (HRT) is conducting this study to examine the best transit options for the City of Virginia Beach. Currently, the Alternatives Analysis and a Supplemental Draft Environmental Impact Statement (SDEIS) are underway.

Ms. Watkins-White asked for the Amtrak train departure time out of Norfolk. Ms. Ravanbakht replied the train will depart at 4:45 a.m. and arrive in Washington, D.C. at 9:00 a.m.

Ms. Watkins-White inquired as to the certainty of the proposed Norfolk train station. Ms. Ravanbakht replied the Tier 2 EIS will determine the exact location.

Mr. Olekszyk asked for the results of the Light Rail Transit (LRT) vote by the citizens of Virginia Beach. Ms. McPherson stated the referendum affirmatively carried 89 out of the 94 precincts.

Future CTAC Meeting Agenda Items

Chair Harrison highlighted the agenda items for the January 2013 CTAC meeting

For Your Information

Chair Harrison noted the items in the For Your Information section of the agenda packet.

Old/New Business

There was no Old/New Business.

Adjournment

With no further business to come before the Citizen Transportation Advisory Committee, the meeting adjourned at 6:50 p.m.