

ITEM #17: APPROVAL OF CONSENT ITEMS

A. MINUTES

Minutes from the January 17, 2019 HRTPO Board meeting are attached.

Attachment 17-A

RECOMMENDED ACTION:

Approve the minutes.

B. HRTPO FINANCIAL STATEMENT

The Statement of Revenues and Expenditures for the activities of December 2018 is attached. This statement reflects the financial status of the HRTPO as a whole.

Attachment 17-B

RECOMMENDED ACTION:

Accept the HRTPO Financial Statement.

Hampton Roads Transportation Planning Organization (TPO) Board Summary Minutes of January 17, 2019

The Hampton Roads TPO Board Meeting was called to order at 10:36 a.m. in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTPO Voting Members in Attendance:

Thomas Shepperd, Jr. Chair (YK)	McKinley Price (NN)
John Rowe, Vice Chair (PO)	Herbert Green (Alternate, PQ)
Rick West (CH)	Barry Porter (SH)
Barry Cheatham (FR)	Linda Johnson (SU)*
Donnie Tuck (HA)*	Robert Dyer (VB)
Joel Acree (IW)	Christopher Hall (VDOT)
Michael Hipple (JC)*	Ray Amoruso (Alternate, HRT)
Kenneth Alexander (NO)*	Cathie Vick (VPA)

HRTPO Nonvoting Members in Attendance:

James Baker (CH)	Andrew Trivette (WM)
J. Brent Fedors (GL)	Terry Danaher (CTAC)
Mary Bunting (HA)	John Malbon (CTB)
Randy Keaton (IW)*	Shep Miller (CTB)
Doug Smith (NO)*	Chris Arabia (DRPT)
Randy Wheeler (PQ)	Jessie Yung (FHWA)
Michael W. Johnson (SH)	Robert Bowen (ORF)
Patrick Roberts (SU)	Michael Giardino (PHF)*
Dave Hansen (VB)	CAPT Michael Moore (U.S. Navy)
Neil Morgan (YK)	

HRTPO Executive Director:

Robert A. Crum, Jr.

Other Participants:

Ella Ward (Alternate CH)	Shannon Glover (PO)
Wynter Benda (NO)*	Chris Arabia (DRPT)

HRTPO Voting Members Absent:

Phillip Bazzani (GL)	Senator Wagner
Paul Freiling (WM)	Delegate David Yancey (GA)
Jennifer Mitchell (DRPT)	Delegate Chris Stolle (GA)
Senator Locke	Zach Trogdon (WATA)

HRTPO Nonvoting Members Absent:

Scott Stevens (JC)	Terry Garcia Crews (FTA)
Clarence Monday (FR)	Art Moye (FTAC)

Cynthia Rohlf (NN)
Lydia Pettis Patton (PO)

Jeffrey Breeden (FAA)
COL Ed Vedder (Langley-Eustis)

HRTPO Staff:

Sam Belfield
Rob Case
Shirley Core
Rob Cofield
Andrea Gayer
Kathlene Grauberger
Mike Kimbrel

Sharon Lawrence
John Mihaly
Kendall Miller
Keith Nichols
Joe Paulus
Jeff Raliski
Dale Stith

* Denotes late arrival or early departure

Others Recorded Attending:

Jamie Kiser (Citizen); Jason Bocker, John Mazur (FHWA); Eric Stringfield, Dawn Odom, Robin Grier (VDOT); Bob Baldwin (PO); Beth Arnold (Michael Baker Int); Brendan Ponton (WTKR); Bryan Stille, Bridjette Parker, Angela Hopkins (NN); Doug Wilson (ERC); Tony Goodwin (Citizen); Erin Carter (Congresswoman Elaine Luria); Barbara Nelson (Port of Virginia); Karen McPherson (McPherson Consulting); Earl Sorey (CH); Michael King (US Navy); Shelia Noll (YK); Leroy Bennett (SU); Drew Lumpkin (Senator Warner); Mark Geduldig-Yatrofsky (atlantisishr.us); Judith Brown (League of Women Voters); Amanda Baxter (Kimley-Horn); Amy Inman (NO); Brian DeProfio (HA); Keith Cannady, Rob Cofield, Sheila Wilson, Greg Grootendorst, Kelli Arledge, Whitney Katchmark, Matt Smith, Cynthia Mulkey, Mike Long, Joe Turner, Chris Vaigneur (HRPDC Staff).

Vice-Chair Mayor John Rowe introduced Mr. Shannon Glover as the newest HRTPO Voting Alternate member representing the City of Portsmouth.

Approval of Agenda

Chair Shepperd asked for any additions or deletions to the agenda. Hearing none, Mr. Cheatham Moved to approve the agenda; seconded by Mayor Johnson. The Motion Carried.

Executive Director Report

Mr. Robert Crum, HRTPO Executive Director, provided a summary of current work activities with a particular note of the following:

- HRTPO staff is working with the Community Transportation Advisory Committee (CTAC) to expand its scope to provide input into other regional planning initiatives. A briefing will be provided to the Board next month.
- On January 31, 2019, HRPDC and HRTPO members will present the region's legislative priorities to the Hampton Roads Caucus in Richmond.

- On December 13, 2018, the HRTPO Board took action to approve a Transportation Improvement Program (TIP) Amendment to add the I-64 Hampton Roads Bridge-Tunnel (HRBT) Expansion Project including a Hampton Roads Transportation Fund allocation of \$3.562 billion with the condition that the public comment period would proceed from December 13, 2018 through January 4, 2019. HRTPO staff received 248 public comments, none of which rose to the level that would hinder the project from moving forward. Staff is currently responding to these comments.
- HRTPO staff recently received news that the State has recommended approval of the HRTPO SMART SCALE application for \$200 million for the I-64 HRBT Expansion project. The Commonwealth Transportation Board (CTB) will take action on the SMART SCALE recommendations in June 2019. He recognized HRTPO staff member John Mihaly for his excellent work on this application.

**Mr. Keaton arrives*

Workshop Agenda

Commonwealth Transportation Board Member Comments and Updates

Mr. John Malbon stated that two companies presented their technical proposals for the I-64 HRBT Expansion project to the CTB this past week. He noted that the HRTPO SMART SCALE submittal for that project received scores of 100 percent in both the congestion mitigation and accessibility sub-categories; within the District Grants Program, 23 projects in the region were recommended to receive SMART SCALE funds.

Mr. Sheppard Miller stated that the proposed I-64 HRBT Expansion project scored the highest in eight of the 14 sub-categories of the SMART Scale scoring process.

Virginia Department of Transportation

Mr. Christopher Hall reported that the Hampton Roads region had the most recommended projects within the state for the SMART SCALE District Grants Program. He indicated that the January 2019 HRTAC Program Development Monthly Executive Report was included at the table as a handout. He stated that work is in the final stages for Segment II of the I-64 Peninsula Widening project and is on schedule for completion in May 2019. Median clearing and lane shifting is currently underway on Segment III of the I-64 Peninsula Widening project. The two main bridges of the I-64/I-264 Interchange Improvements Phase I project will soon open to traffic and completion of this phase is also on schedule. Finally, the I-64 Southside Widening and High Rise Bridge – Phase I project is moving forward and the State has received all permits required by the Army Corps of Engineers and the Coast Guard, and the contractor is now able to begin work on the bridge fender system in the Elizabeth River.

Virginia Department of Rail and Public Transportation

Mr. Chris Arabia reported that the application period for the DRPT Grant programs is currently underway with a submission deadline of February 1, 2019.

Virginia Port Authority Update

Ms. Cathie Vick reported that four new ship-to-shore cranes, the largest cranes within both North and South America, have arrived at the Virginia International Gateway (VIG) Facility in Portsmouth. With the cranes in place, only the south rail bundle is needed to complete the project. At Norfolk International Terminals (NIT), nine new rail-mounted gantry crane stacks are now online. The Norfolk Harbor Deepening and Widening project is moving forward with the sampling and design work. The bid package for Thimble Shoals West will be out by June of this year with dredges in the water by January 2020. The VPA received a BUILD grant to enhance the capacity of the Virginia Inland Port and to complete a grade separation at the gates. Finally, the Freight Transportation Advisory Committee (FTAC) to the HRTPO has reconvened and will hold bi-monthly meetings.

**Mr. Giardino arrives*

HRT and WATA Updates

Mr. Ray Amoruso stated that HRT is currently surveying both its customers and non-HRT customers regarding transit with the survey accessible online at www.transformtransit.com. HRT plans to redefine its transit network with a blank slate approach reviewing different service scenarios and bringing them forth to its partners and the general public. HRT has submitted its Six-Year Capital Improvement Plan to DRPT under deadline.

There was no representative in attendance from WATA.

Community Transportation Advisory Committee (CTAC) Update

Ms. Terry Danaher reported that CTAC has been in discussion with HRTPO staff regarding expanding its role within the HRTPO and HRPDC. CTAC elected Mr. Carlton Hardy as its Vice-Chair. CTAC received a legislative update from HRTPO Executive Director Crum with CTAC transmitting a letter of support to the Hampton Roads Caucus in support of the legislative priorities of the HRTPO.

Military Liaisons Comments and Updates

Captain Michael Moore, representing the U.S. Navy, provided VDOT with concurrence of the initial design and layout of the HRBT and is standing by to review the final design following the next milestone.

There was no representative in attendance for Joint Langley-Eustis.

There was no representative in attendance for the U.S. Coast Guard.

**Mayor Tuck, Mayor Alexander, Mr. Hipple and Mr. Benda arrive*

Hampton Roads Regional Express Lanes Operational Analysis

Mr. Chris Hall, VDOT District Engineer, and Ms. Amanda Baxter, Kimley-Horn, provided a status report on the Hampton Roads Express Lanes Network Study. The purpose of the study is to analyze the addition of the current major projects into a Regional Express Lanes Network. The study will look at the impacts to the networks following the new capacity additions, identify travel time and reliability improvements that may result from a regional HOT lanes network, and inform regional leaders as they formulate and prioritize future network improvements. The study is a system-wide operational analysis of the network based on the 2025 opening of the HRBT facility.

The study will evaluate the operational characteristics and efficiencies of the following three HOT lane implementations:

- HOT lanes included in the I-64 Hampton Roads Bridge-Tunnel Expansion project
- Current I-64 Reversible Lanes from I-564 to I-264
- HOT lanes included in the I-64 Southside Widening and High-Rise Bridge project

The study will also evaluate the operational characteristics and efficiencies of a proposed HOT lanes network along I-64 that would extend from the western end of the I-64 Hampton Roads Bridge-Tunnel Expansion project (vicinity of Settlers Landing) to the Bowers Hill Interchange in Chesapeake.

The two scenarios presented are listed below:

Scenario 1

SEGMENTS	WESTBOUND	EASTBOUND
Segment 3 (HRBT)	Two (2) General Purpose One (1) full-time HOT-3 One (1) part-time shoulder HOT-3	Two (2) General Purpose One (1) full-time HOT-3 One (1) part-time shoulder HOT-3
Segment 1 (64 Express Lanes)	Three (3) General Purpose Two (2) HOT-2 Reversible – WB/AM only	Three (3) General Purpose Two (2) HOT-2 Reversible – EB/PM only

Segment 2b (Between I-264 & I-464)	Three (3) General Purpose One (1) HOV-2 6 - 8 a.m. Monday - Friday	Three (3) General Purpose One (1) HOV-2 4 - 6 p.m. Monday - Friday
Segment 2a (High Rise Bridge)	One (1) Auxiliary* Two (2) General Purpose One (1) HOT	One (1) Auxiliary* Two (2) General Purpose One (1) HOT

Scenario 2

SEGMENTS	WESTBOUND	EASTBOUND
Segment 3 (HRBT - transition for HOT lanes is shifted to just east of LaSalle Avenue)	Two (2) General Purpose One (1) full-time HOT-3 One (1) part-time shoulder HOT	Two (2) General Purpose One (1) full-time HOT-3 One (1) part-time shoulder HOT
Segment 1 (64 Express Lanes)	Three (3) General Purpose Two (2) HOT-2 Reversible – WB/AM only	Three (3) General Purpose Two (2) HOT-2 Reversible – EB/PM only
Segment 2b (Between I-264 & I-464)	Three (3) General Purpose One (1) HOT-2	Three (3) General Purpose One (1) HOT-2
Segment 2a (High Rise Bridge)	Two (2) General Purpose One (1) HOT-2	Two (2) General Purpose One (1) HOT-2

He highlighted key facts about the study which include:

- The basis for the travel demand model will be max throughput for traffic forecasting, not max revenue generation.
- Express Lanes segments:
 - Scenario 1: HOT Bi-Directional Hours of Operations – 24 hours per day / 7 days per week; HOT Reversible – 5-9am and 2-6pm
 - Scenario 2: HOT Bi-Directional Hours of Operations – 24 hours per day / 7 days per week; HOT Reversible – 23 hours per day / 7 days per week
- Segment 3 is HOT-3 toll exempt for Scenarios 1 and 2, consistent with the existing procurement activities for HRBT
- Under Scenario 2, Segments 1, 2a, 2b, will operate as HOT-2 toll exempt

- Trucks precluded from using the Express Lanes.

Next steps include:

- January 17, 2019 HRTPO Board Presentation requesting endorsement of the Study Framework Document
- February 15, 2019 Draft Traffic Volumes (Future Horizon year – 2025)
- April 12, 2019 Traffic Volumes + Preliminary In-Progress Operational Analysis Results
- May 3, 2019 DRAFT Traffic Operational Analysis Results
- May 16, 2019 Presentation of Draft findings to Stakeholders at TPO Board Meeting
- June 20, 2019 Presentation of Draft findings to Stakeholders at HRTAC
- Late June/Early July 2019 follow up meeting with Stakeholders, Final Traffic Operational Analysis Results
- July 18, 2019 Presentation of Findings to Stakeholders at HRTPO Board meeting

Following the presentation, the HRTPO Board held an extensive discussion about the scope for this study and the Framework Document. Major comments/areas of concern included the following:

- The study should consider “price sensitivity” and the impact of the proposed HOT network and tolls on regional travel patterns including the movement of freight. Also understanding the value of determining an updated baseline, the current baseline analysis assumes HOT lanes in certain areas
- Member stated that while there is value in establishing an updated baseline, the baseline should not assume HOT lanes. HOT lanes and a HOT lanes network should be evaluated after the new baseline is established
- Concern was expressed that the proposed HOT Lanes network continues to expand in size, and that the Elizabeth River Crossing (ERC) Agreement may be driving the need for HOT lanes rather than congestion relief and regional traffic mobility
- Members also expressed concern about the loss of general purpose lanes to HOT lanes. Members suggested exploring and advocating for a scenario where HOV lanes become HOT lanes only during peak periods opposed to 24/7
- Questions were raised regarding where motorist could enter and exit the proposed HOT Lanes network and what defines the network
- Members asked who is paying for the study and would the study meet the intent of HRTAC funding
- Members stated the region is already paying for these roads and commuters will be paying again through tolls

Mayor Rowe moved to **not** endorse the VDOT scoping Framework Document in its current scope and requested that VDOT address the comments raised by the HRTPO Board; seconded by Mayor Alexander. The Board unanimously agreed.

Elizabeth River Crossings (ERC) Agreement: Overview and Discussion

Mr. Robert Crum, HRTPO Executive Director, provided background information on the Elizabeth River Crossings (ERC) Agreement. He explained that in April of 2005, the VDOT Commissioner recommended VDOT pursue procurement for, development and operation of a new two-lane tunnel at the Midtown Tunnel and maintenance, safety, and operational improvements to the existing Midtown Tunnel, Existing Downtown Tunnels, and extension of Martin Luther King Freeway from London Boulevard to I-264. In December of 2011, the comprehensive agreement was executed, at a project cost of \$2.1 billion, between VDOT and Elizabeth River Crossing (ERC) OPCO LLC for a term of 58 years. ERC was to finance, build, operate, and maintain facilities during the term. VDOT would retain ownership and oversight of the tunnels. Mr. Crum reported ERC has exclusive rights to impose, charge, collect, use and enforce collection and payment of toll revenues in accordance to the terms and agreement. He reported toll rates are set in accordance with the Toll Rate Schedule which he reviewed with the Board. The tolling peak periods are Monday- Friday 5:30 a.m. – 9:30 a.m. and 2:30 p.m. - 7:00 p.m.

Mr. Michael Kimbrel, HRTPO Deputy Executive Director, explained that per the agreement, ERC has the right to receive compensation for financial damages resulting from improvements to “alternate facilities”. ERC damages are based on the difference in the projected cost and revenue related to the project immediately prior to the occurrence of the compensation event and after taking into account the impact of the compensation event.

Facilities listed below that are built and open to traffic during the term of the agreement are considered alternate facilities:

- Construction of Patriots Crossing/Hampton Roads Third Crossing or any other crossing of the James River between the HRBT and MMMBT
- Construction of additional general purpose lanes on I-64, including the High Rise Bridge, between I-464 and Bowers Hill
- Expansion of the HRBT
- Construction or capacity expansion of any other facility owned or operated by VDOT that crosses the Elizabeth River or the Southern Branch Elizabeth River north of I-64

After discussion Mayor Rowe recommended creation of a working group comprised of the following HRTPO Board members; Mr. Thomas Shepperd – HRTPO Chair, Mr. Michael Hipple – HRTAC Chair, Mayor Rowe, HRTPO Vice Chair, Mayor Alexander – Norfolk, Mr. Sheppard Miller – CTB, Mayor Donnie Tuck – Hampton, Ms. Theresa Danaher – CTAC Chair, Mr. John Reinhart - Virginia Port Authority. The HRTPO Board unanimously agreed.

**Mr. Glover and Mr. Smith depart*

HRBT and VITAL Infrastructure

Mr. Keith Nichols, HRTPO Principal Transportation Engineer, briefed the board on the Hampton Roads Bridge Tunnel (HRBT) and a VDOT report pertaining to Very Large,

Indispensable Transportation Asset List (VITAL) structures in Hampton Roads. He noted statewide there are 25 structures; 13 of those are located within Hampton Roads. Mr. Nichols reported VDOT estimates that the thirty year statewide funding needs for VITAL Infrastructure totals \$3.6 billion in 2018 dollars. Nearly \$2.3 billion is needed for VITAL structures in Hampton Roads. The structure with the highest need throughout Virginia is the South approach bridge structures to the HRBT, at \$476 million. This structure was rated as “poor” by bridge inspectors during its most recent inspection. All of the other VITAL structures in Hampton Roads are in “fair” condition.

**Mayor Johnson departs*

Meeting Agenda

Public Comment Period

Mr. Mark Gedulig-Yatrofsky from Portsmouth expressed his concern regarding the proposed tolling of I-81 throughout the Commonwealth.

Mr. Anthony Goodwin from Portsmouth expressed his concern with regard to the ERC agreement.

A transcription of the public comments made orally during HRTPO Board meetings will be included in the HRTPO Agenda each month. The transcript will also be posted on the HRTPO website when available.

Submitted Public Comments

Chair Shepperd reported there were no submitted public comments in the Agenda packet.

Consent Agenda

Approval of Consent Items

- A. Minutes
- B. HRTPO Financial Statement
- C. FY 2019 Budget Amendment
- D. MAP 21/FAST Act 2019 Regional Safety Performance Measures and Targets
- E. HRTPO Freight Transportation Advisory Committee (FTAC) Membership
- F. 2019 Schedule for the Hampton Roads Regional Meetings

Mayor Rowe Moved to approve the Consent Agenda; seconded by Mr. Cheatham. The Motion Carried.

HRTPO Board Three-Month Tentative Schedule

Chair Shepperd outlined the HRTPO Board three-month tentative schedule in the Agenda packet.

Minutes of HRTPO Advisory Committee Meetings

Chair Shepperd noted there were summary minutes from the HRTPO Advisory Committee meetings included in the Agenda packet.

For Your Information

Chair Shepperd highlighted 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 Hampton Roads TPO, the meeting adjourned at 12:26 p.m.

Thomas G. Shepperd, Jr.
Chair

Robert A. Crum, Jr.
Executive Director/Secretary