

Hampton Roads Transportation Planning Organization (TPO) Board Minutes of April 18, 2013

The Hampton Roads TPO Board Meeting was called to order at 10:38 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTPO Voting Members in Attendance:

Molly Joseph Ward, Chair (HA)
Alan P. Krasnoff, Vice-Chair (CH)
Ella P. Ward (Alternate, CH)
Dee Dee Darden (IW)
Mary Jones (JC)
McKinley Price (NN)
Paul D. Fraim (NO)
Kenneth I. Wright (PO)*
Linda T. Johnson (SU)
Charles Brown (Alternate, SU)
William D. Sessoms (VB)

Clyde Haulman (WM)
Thomas G. Shepperd, Jr. (YK)
Thelma Drake (DRPT)
Senator Frank Wagner (GA)
Delegate Chris Stolle (GA)
Delegate Mike Watson (GA)
William E. Harrell (HRT)
Michael Estes (VDOT)
Jeff Florin (VPA)
Kevan Danker (WATA)

HRTPO Nonvoting Members in Attendance:

James E. Baker (CH)
Mary Bunting (HA)
W. Douglas Caskey (IW)
Robert C. Middaugh (JC)
Neil A. Morgan (NN)
John Rowe (PO)
J. Randall Wheeler (PQ)
Selena Cuffee-Glenn (SU)

James K. Spore (VB)
Jackson C. Tuttle, II (WM)
James O. McReynolds (YK)
Shepelle Watkins-White (CTAC)
Ivan Rucker (FHWA)
Col. Jayne Jansen (LANGLEY-EUSTIS)
Capt. David Culler (USN)

HRTPO Executive Director:

Dwight L. Farmer

CTB Participants:

Hollis Ellis (CTB)
Aubrey Layne (CTB)

Other Participants:

Barry Cheatham (FR)*
Randy Martin (FR)

Tyrone Franklin (SY)
John Seward (SY)

HRTPO Voting Members Absent:

Carter Borden (GL)
W. Eugene Hunt (PQ)

Senator Thomas Norment (GA)
Rodney Oliver (VPA)

HRTPO Nonvoting Members Absent:

Brenda Garton (GL)
Marcus Jones (NO)
Jeffrey Breeden (FAA)
Irene Rico (FHWA)
Tony Cho (FTA)
Brigid Hynes-Cherin (FTA)
William Bell (FTAC)

Col. Korvin D. Auch (LANGLEY-EUSTIS)
Col. Tom Wetherington (LANGLEY-EUSTIS)
Wayne Shank (NAA)
Ken Spirito (PAC)
Capt. John Little (USCG)
Randall P. Burdette (VDOA)

* Late arrival or early departure

Others Recorded Attending:

John Gergely (Citizen); Earl Sorey (CH); Brian DeProfio (HA); Michael King, Jerri Wilson (NN); Dale Castellow, Bryan Pennington, Jeff Raliski, Ron Williams (NO); Susan Wilson (PO); Eric Nielsen (SU); Bob Matthias (VB); Ray Amoruso (HRT); Robert Baldwin (U.S. Navy); Will Christopher (HRPTA); Delegate David Yancey (General Assembly); Chirsten Faatz (Senator McWaters' Office); Ross Grogg (Kemper Consulting); Preston Bryant (McGuire Woods Consulting); Angela Bezik (Principle Advantage); Ellis W. James (Sierra Club Observer); Peter Huber (Willcox & Savage); Austin Bogues (Daily Press); David Forster (Virginian-Pilot); Doran Bosso (Elizabeth River Crossings); Adam Jack, Eric Stringfield (VDOT); Cathy Aiello (Aiello Enterprises); Camelia Ravanbakht, Rob Case, Brian Chenault, Kathlene Grauberger, Michael Kimbrel, Kendall Miller, Jessica Nappi, Keith Nichols, Pavithra Parthasarathi, Chris Wichman (HRTPO Staff); Curtis Brown, Rick Case, Jennifer Coleman, Greg Grootendorst, Jim Hummer, Mike Long, Jai McBride, Kelli Peterson, Joe Turner, Chris Vaigneur, Tara Walker (HRPDC Staff)

Approval of Agenda

Chair Molly Ward asked for any additions or deletions to the agenda. Hearing none, Mayor William Sessoms Moved to approve the agenda as written; seconded by Mayor Linda Johnson. The Motion Carried.

Workshop Agenda**Commonwealth Transportation Board (CTB) Members Comment Period**

Mr. Aubrey Layne, CTB Member expressed his appreciation to Mayor Ward and Mr. Dwight Farmer for updating the CTB on transportation issues in Hampton Roads. He reported that for the first time in the region's history, population growth will be greatest to the west of the Elizabeth River. Also a topic of conversation at the last CTB meeting was congestion pricing.

The Memorandum of Understanding (MOU) was approved for the \$170 million I-564 Intermodal Connector project in Norfolk. Both the Hampton Roads Military and Federal Facilities Alliance and the Eastern Federal Lands Highway Division have signed the MOU with the U.S. Navy with VDOT to follow suit.

In order to progress the I-64 Peninsula Widening project, the CTB administratively selected Preferred Alternative 1. The action is subject to receiving comments from the HRTPO and the Richmond Metropolitan Planning Organization (MPO) regarding phase segments and the utilization of both the interior median and outside shoulder to assist in reducing the cost.

Mr. Layne noted the CTB authorized the removal of several inert explosives found at the base of the Gilmerton Bridge.

The CTB completed allocations for candidate projects for the Transportation Alternatives Program (TAP). The process for awarding TAP funding is based upon guidelines under the MAP-21 federal transportation legislation and the HRTPO is now involved in the funding allocation process.

Mr. Layne stated the CTB discussed HB 2313 and the process by which the CTB and the State will coordinate moving forward with the regional monies from the bill. Northern Virginia has a procedure already in place and the HRTPO will be discussing this topic at its May Retreat. He indicated that for the first time, Hampton Roads has the opportunity to control its own destiny. He believed the region was receiving its fair share of funding and an analysis of last year's Six-Year Improvement Program (SYIP) revealed Hampton Roads received over one third of the monies. He commented the CTB will continue to press for funding for mega projects in the region.

Mr. Hollis Ellis, CTB Member, thanked Mayor Ward and Mr. Farmer for their presentation to the Board and noted it allowed the other CTB members the opportunity to appreciate the transportation issues facing Hampton Roads.

Mr. Layne stated the July CTB meeting would be held jointly with the Chesapeake Bay Bridge-Tunnel Authority on the first island of the Chesapeake Bay Bridge-Tunnel and will be open to the public.

Chair Ward welcomed Delegate Michael Watson as a Voting member to the HRTPO Board.

Department of Rail and Public Transportation (DRPT) Comments and Updates

Ms. Thelma Drake, Director of DRPT, reported Virginia is now the only state that has created a dedicated revenue source specifically for the operation and capital investment of passenger trains. Amtrak relayed to all states that if funding is not secured by October 1, 2013, routes will be closed.

In addition to the existing \$160 million for transit operating costs, the Governor's transportation bill will provide approximately \$50 million in supplemental funding. The \$160 million will be distributed based on operating expenses; whereas, the \$50 million will be delivered to the transit companies once new performance measures are in place.

DRPT and Amtrak have embarked on a marketing campaign which includes billboards and print ads to remind the public of the advantages of using Amtrak.

On May 11, 2013, DRPT and HRT will sponsor the Lt. Dan Band Concert at the Naval Base to promote transit opportunities in Hampton Roads.

Ms. Drake explained the Marketplace Equity Act, a section of HB 2313 which would allow states to charge sales tax on Internet purchases, is dependent on a bill in Congress. If passed, DRPT will receive an additional \$20 million.

Ms. Drake stated DRPT will be the lead agency, joining the Virginia Motor Vehicle Dealer Board and the Virginia Department of Aviation, for the 2013 Governor's Transportation Conference, slated for the first week in December in Richmond.

Military Liaisons Comments and Updates

Colonel Jayne Jansen of Joint Langley-Eustis reported Colonel Korvin Auch will be leaving Langley-Eustis and Colonel John Allen will be assuming the duties of Base Commander this week.

She indicated the construction on Route 105 has only had minor impacts on traffic around the Base.

Captain David Culler, on behalf of Admiral Alexander, expressed his appreciation for the collaborative efforts regarding the I-564 Intermodal Connector project. He stated the Norfolk Naval Station piers are extremely busy due to many warships docked at port which has impacted traffic. The Navy is working with both VDOT and the Norfolk Police Department to assist in congestion both within and outside the fence-line. Commands have also shifted working hours in order to assist the flow of traffic at the gates.

Captain Culler indicated he will have a town hall meeting at the Norfolk Naval Base sometime in July or August. He encouraged Board members to attend and stated a tour of the Base could be arranged.

HB 2313 Transportation Revenues

Mr. Dwight Farmer, HRTPO Executive Director, reported the HB 2313 legislation will impose taxes on the three localities that are members of the Hampton Roads Planning District Commission (HRPDC) but not the Hampton Roads Transportation Planning Organization (HRTPO). They include the City of Franklin and the Counties of Southampton and Surry. He acknowledged representatives from the City of Franklin and Surry County who were in attendance at the HRTPO meeting.

Per his discussion with Secretary Sean Connaughton, Mr. Farmer outlined the Secretary's two possible suggestions as follows:

“Develop an agreement among the HRTPO member and non-member localities that guarantees representation and voting rights for the non-members on matters involving the planning, programming, and funding of projects supported by the HB 2313 revenue;” or

“The HRTPO could amend the boundaries of the HRTPO to include Southampton, Franklin, and Surry”.

He noted HRTPO staff recommends approving a Memorandum of Agreement (MOA) between the HRTPO members and the three non-member localities that guarantees representation and voting rights to the non-members on matters involving the planning, programming, and funding of projects supported by the state revenues in HB 2313. The FHWA has indicated its acceptance of the MOA and asked to be updated if the HRTPO decides to expand its boundary in the future. He stated the HRPDC attorneys have drafted the MOA for Board consideration.

Mayor Paul Fraim inquired as to the process that could amend the boundaries to include the City of Franklin and Southampton and Surry Counties as members of the HRTPO. Mr. Farmer replied it would require an agreement between the HRTPO and the Governor; however, several points must first be addressed. Mayor Fraim asked if the issues could be discussed at the May Retreat. Mr. Farmer replied affirmatively and indicated there was a handout on the table which included specific agenda items for the May Retreat including the aforementioned subject.

Ms. Mary Jones suggested the affected localities provide feedback to the HRTPO on how they wish to proceed.

Mayor Fraim asked whether the City of Franklin and Southampton and Surry Counties were members of the Crater Planning District. Mr. Farmer replied Surry County has dual membership with both the Crater Planning District and the HRPDC. The City of Franklin and Southampton County are members of the HRPDC; however, they are outside of the projected urbanized boundary.

Mr. Tyrone Franklin stated Surry County receives transportation funding from the Crater Planning District.

Mr. Douglas Caskey inquired as to whether an MPO can cross state lines. Mr. Farmer replied an MPO can cross state lines; however, he was unsure regarding planning districts.

Mr. Caskey noted the geographic boundary line between states is not representative of the actual traffic on the roads. Mr. Farmer stated the definition of an MPO depends on different metrics, one being the requirement that the locality be in a Metropolitan Statistical Area (MSA). Two North Carolina localities are now in the Hampton Roads MSA; however, more importantly, the second requirement pertains to whether the locality is contained in an urbanized boundary. He indicated he had spoken with representatives from both the

FHWA and the Federal Transit Administration, and it appears a rural area could be brought into the HRTPO. He believed the Governor would not object since the Hampton Roads MSA is currently expanding.

Mr. Franklin commented that Surry County has been removed from the Hampton Roads MSA. Mr. Farmer stated that although Surry County was no longer in the MSA, the HRPDC is not treating the County any differently.

Mr. John Seward asked whether the discussion would continue at the May Retreat. Mr. Farmer replied affirmatively; however, he stated a complete re-designation would be hard to complete by the July 1st deadline.

Mayor Fraim recommended deferring the subject to the May Retreat.

Chair Ward stated a motion could be initiated during the Consent Agenda.

HRTPO FY 2014 Budget

Ms. Tara Walker, HRPDC Senior Accounting and Grants Manager/DBE Liaison, reported the FY 2014 budget decreased by 6% compared to the FY 2013 budget. Most of the reduction is in the Pass-Thru funding with a small decrease in actual operating expenses.

(Mayor Wright departs)

FY 2014 Unified Planning Work Program

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff, in coordination with Hampton Roads Transit, Williamsburg Area Transit Authority, VDOT, and DRPT has developed the Unified Planning Work Program (UPWP) for fiscal year (FY) 2014. The UPWP describes the mutual responsibilities of the aforementioned entities in carrying out the metropolitan transportation planning process for Hampton Roads. She indicated that setting regional planning priorities helps ensure the vision and goals of the HRTPO Board are carried forward in the UPWP.

The UPWP tasks for planning and programming are funded with a combination of 80% federal funds, 16% state funds, and a 4% local match that is required in order to receive federal grants. The budget for the FY 2014 UPWP is approximately \$11.5 million; of that, the HRTPO will receive 30%, VDOT 10%, and the remaining 60% divided between HRT and WATA. There is an increase of approximately \$3 million in the FY 2014 UPWP budget for the HRTPO-approved RSTP funds allocated to HRT to continue and complete ongoing transit studies to Virginia Beach and the Norfolk Naval Base.

Dr Ravanbakht stated the FY 2014 Planning Priorities are:

- Transportation Programming
- Evaluation of Funding Alternatives
- Multimodal Planning

The UPWP must detail the work associated with HRTPO core functions:

- Long-Range Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Public Participation

Dr. Ravanbakht stated the public comment period for the FY 2014 UPWP ended April 10, 2013 and is on the Consent Agenda for HRTPO Board approval.

(Mr. Cheatham departs)

Historical Analysis of Census Transportation Data

Dr. Rob Case, HRTPO Principal Transportation Engineer, reported HRTPO Staff, in an effort to study performance measures in Hampton Roads, has prepared a report analyzing transportation data from the U.S. Censuses of 1970 through 2010 for Hampton Roads and area localities.

The data is presented individually by locality and collectively for the region. Regional data is offered for both the Hampton Roads Metropolitan Planning Area (MPA) and the 2010 Metropolitan Statistical Area (MSA). Using 2010 MSA data, Hampton Roads is compared to other MSAs of similar size. Locality data is provided for each of the 18 jurisdictions that fall into at least one of the Hampton Roads regional definitions.

Dr. Case indicated certain trends emerged from the past four decades in Hampton Roads, including:

- Population Annual Growth Rate has slowed
- Number of children is approximately the same as it was in 1970
- Number of elderly persons has quadrupled
- Households with vehicles has increased

When compared to similar MSAs, Hampton Roads has:

- A fairly low travel time to work
- A low public transit rate
- A fairly low carpool rate
- A typical “drive alone” rate of about 80%

Dr. Case noted the final report is on the Consent Agenda for HRTPO Board approval.

Mr. Farmer recognized Dr. Case’s efforts in recently achieving his Ph.D. in Transportation Engineering.

Congestion Management Process – State of Transportation in Hampton Roads

Mr. Keith Nichols, HRTPO Senior Transportation Engineer, reported that as part of the Congestion Management Process (CMP) and the HRTPO's commitment to track regional performance measures, the staff annually produces the State of Transportation in Hampton Roads report. This report details the current status of all facets of the transportation system in Hampton Roads, including air, rail, water, and highways. Many aspects of the highway system are highlighted, including roadway usage, bridge conditions, costs of congestion, commuting characteristics, roadway safety, truck data, transit usage, active transportation, highway funding, and operations.

Hampton Roads has seen its population grow by 5.6% in the past ten years, and with this growth, licensed drivers have increased by 7.1% and registered vehicles by 12.7%. Air travel has decreased in Hampton Roads by 5.4% over the last decade; whereas, Amtrak ridership, public transportation, and general cargo tonnage has increased 41.7%, 35.1%, and 25.3%, respectively.

Mr. Nichols indicated that comparisons between Hampton Roads and 35 similar metropolitan areas showed that Hampton Roads has the fourth highest percent of deficient bridges and ranks seventh highest in congestion. In contrast, the region's mean travel time to work is good, with a ranking of 29 out of the 36 total metropolitan areas. Statewide, Virginia ranks 50th out of the 50 states plus Washington, D.C. for utilization of new construction funds.

Mr. Nichols stated the draft report is available for public review and comment from April 3, 2013 through May 1, 2013. HRTPO staff intends to request approval of the final report at the June HRTPO Board meeting.

Meeting Agenda

Public Comment Period

One person requested to address the HRTPO Board. Chair Ward asked him to limit his comments to three minutes.

Mr. John Gergely

Good morning. I'm John Gergely from Newport News. I'm really happy to see and hear about the appointment of Delegate Watson to your HRTPO. Finally we have an active Peninsula representation from the General Assembly on the Board, and Delegate Yancey, who is back there in the audience, I really appreciate that, and if only someone could figure out how to get Senator Norment to start attending the meetings, I'll be very happy. We have a new transportation bill, and no matter what you all think of it or anyone thinks of it individually, it's going to bring a lot of interesting conversation to this group. There's going to be some money, not enough money, obviously, but there will be a lot of decisions you have to make. I'm going to read a part of one sentence out of what I think is the last version of the bill. It's the April 3rd revision. It's the part where the Hampton Roads Transportation Fund was established, which is this. Basically, the sentence says that Hampton Roads Transportation Planning Organization shall give priority, priority, to those projects that are expected to

provide the greatest impact on reducing congestion. There are two key words there, priority and congestion. We have done priority studies here, and you've had 15 years of congestion studies, and I think that's very important that that specifies these monies will be used for relieving congestion, and I want to point out that there's a lot of congestion in this area. There's a lot of opportunity to improve the congestion, but building an intersection on the Southside at the Monitor Merrimac Bridge, that you call Patriots Crossing, does not reduce congestion and all of your studies have shown that. Thank you very much.

Submitted Public Comments

Chair Ward reported there were no submitted public comments.

Consent Items

Chair Ward outlined the Consent Items as follows:

- Minutes
- HRTPO Financial Statement
- FY 2012-2015 Transportation Improvement Program Amendment: HRT
- FY 2012-2015 Transportation Improvement Program Amendment: HRT
- HRTPO Citizen Transportation Advisory Committee: Membership
- Authorizing Resolutions for FY 2014 Federal and State Grant Applications
- HB 2313 Transportation Revenues
- HRTPO FY 2014 Budget
- FY 2014 Unified Planning Work Program
- Historical Analysis of Census Transportation Data

Mayor Sessoms requested to defer *HB 2313 Transportation Revenues* until the May Retreat and Moved to approve the Consent items with the amendment; seconded by Mr. Jeff Florin. The Motion Carried.

HRTPO Board Three-Month Tentative Schedule

Chair Ward outlined the HRTPO Board three-month tentative schedule, including the May 16th HRTPO Retreat which will take place at the Regional Building from 10:00 a.m. – 2:00 p.m. with lunch included.

Correspondence of Interest

Chair Ward highlighted the items in the Correspondence of Interest section of the Agenda packet.

For Your Information

Chair Ward 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 Hampton Roads TPO, the meeting adjourned at 11:29 a.m.

Molly J. Ward
Chair

Dwight L. Farmer
Executive Director/Secretary

Hampton Roads Transportation Planning Organization (TPO) Retreat Summary Minutes of May 16, 2013

The Hampton Roads TPO Retreat was called to order at 10:00 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTPO Voting Members in Attendance:

Molly Joseph Ward, Chair (HA)
Alan P. Krasnoff, Vice-Chair (CH)
Ella P. Ward (Alternate, CH)
Dee Dee Darden (IW)
Mary Jones (JC)
McKinley Price (NN)
Anthony Burfoot (Alternate, NO)*
Kenneth I. Wright (PO)*
W. Eugene Hunt (PQ)*
Linda T. Johnson (SU)
Charles Brown (Alternate, SU)

William D. Sessoms (VB)*
Clyde Haulman (WM)
Thomas G. Shepperd, Jr. (YK)
Thelma Drake (DRPT)
Senator Frank Wagner (GA)*
Delegate Chris Stolle (GA)
Delegate Mike Watson (GA)*
William E. Harrell (HRT)
James Utterback (VDOT)
Jeff Florin (VPA)
Kevan Danker (WATA)

HRTPO Nonvoting Members in Attendance:

James E. Baker (CH)
Mary Bunting (HA)
W. Douglas Caskey (IW)
Robert C. Middaugh (JC)
Marcus Jones (NO)
John Rowe (PO)
J. Randall Wheeler (PQ)
Selena Cuffee-Glenn (SU)
James K. Spore (VB)

Jackson C. Tuttle, II (WM)
James O. McReynolds (YK)
Shepelle Watkins-White (CTAC)
Ivan Rucker (FHWA)
William Bell (FTAC)
Col. Jayne Jansen (LANGLEY-EUSTIS)
Capt. David Culler (USN)
Wendy Vachet (Alternate, USN)

HRTPO Executive Director:

Dwight L. Farmer

CTB Participants:

Hollis Ellis (CTB)
Aubrey Layne (CTB)
W. Shep Miller (CTB)

Other Participants:

Randy Martin (FR)*
Michael Johnson (SH)*
Tyrone Franklin (SY)*
Sergio Masvidal (PFM) – via teleconference
Charles Kilpatrick (VDOT)

HRTPO Nonvoting Members Absent:

Brenda Garton (GL)

Neil A. Morgan (NN)

Jeffrey Breeden (FAA)

Irene Rico (FHWA)

Tony Cho (FTA)

Brigid Hynes-Cherin (FTA)

Col. John Allen (LNGLEY-EUSTIS)

Col. Tom Wetherington (LANGLEY-EUSTIS)

Wayne Shank (NAA)

Ken Spirito (PAC)

Capt. John Little (USCG)

Randall P. Burdette (VDOA)

* Late arrival or early departure

Others Recorded Attending:

John Gergely (Citizen); Earl Sorey (CH); Will Moffett (HA); Michael King, Jerri Wilson (NN); Rob Brown, Dale Castellow, Bryan Pennington, Jeff Raliski, Ron Williams (NO); Sherri Neil, Susan Wilson (PO); Sherry Hunt, Eric Nielsen (SU); Mark Schnauffer (VB); Vivian McGettigan (YK); Delegate Matthew James (VA General Assembly); Kalia Sokos (Office of Senator Tommy Norment); Robert Baldwin (U.S. Navy); Ross Grogg (Kemper Consulting); Tracy Baynard (McGuire Woods Consulting); Angela Bezik (Principle Advantage); Ellis W. James (Sierra Club Observer); Peter Huber, Tom Inglima, Amber Randolph (Willcox & Savage); Austin Bogues (Daily Press); Shawn Day, David Forster (Virginian-Pilot); Lauren Couston, Greg Gadberry (WAVY News 10); Karen McPherson (Kimley-Horn); Bill Cashman, Mike Greenwood (URS); Hugh Bassette (Old N. Hampton Community Organization); Jim Oliver (HRCCE); Joshua Clarke (TBA); Mark Osenbaugh (EV Williams); Randy Lougee (LWV-Norfolk); Ricardo D'Alessandra (American Infrastructure); Steve Chapin (AECOM); Rick McGeorge (OTP3); Angel Deem, Mike Estes, Eric Stringfield (VDOT); Cathy Aiello (Aiello Enterprises); Camelia Ravanbakht, Sam Belfield, Rob Case, Brian Chenault, Kathlene Grauberger, Theresa Jones, Michael Kimbrel, Kendall Miller, Jessica Nappi, Keith Nichols, Pavithra Parthasarathi, Joe Paulus, Dale Stith, Chris Wichman (HRTPO Staff); Rick Case, Jennifer Coleman, Nancy Collins, Greg Grootendorst, Julia Hillegass, Jim Hummer, Whitney Katchmark, Randy Keaton, Mike Long, Kelli Peterson, Joe Turner, Chris Vaigneur, Tara Walker (HRPDC Staff)

Chair Molly Ward introduced Mr. Charles Kilpatrick, VDOT's Chief Deputy Commissioner. Mr. Kilpatrick thanked the Board and recognized Mr. Mike Estes for his efforts as Acting Hampton Roads District Administrator for the last several months. He introduced Mr. James Utterback, VDOT's Hampton Roads District Administrator, who transferred from the VDOT Culpepper District. He also introduced Ms. Angel Deem and Mr. Eric Stringfield from the local VDOT Office.

Chair Ward expressed her appreciation to Mr. Kilpatrick for his time in attending the HRTPO Retreat. She welcomed Mr. Utterback and thanked Mr. Estes for his leadership over the past few months.

Chair Ward directed the Board's attention to a letter written by Senator Tommy Norment to the HRTPO Board which was distributed around the table. She indicated Senator Norment's Assistant, Ms. Kalia Sokos, was in attendance today.

Public Comment Period

One person requested to address the HRTPO Board. Chair Ward asked him to limit his comments to three minutes.

Mr. John Gergely

Good morning. I'm John Gergely from Newport News. I don't have much to say other than finally there's going to be some money, some tax money to do some construction to do some transportation work. I just have talked to you several times about my interest in improving the Hampton Roads Bridge-Tunnel. I think it's very important. I know there not enough money to do stuff like that, to do big projects but there's enough money to start planning and really thinking about projects. We have a lot of other projects like I-64 and several over here but all I'm asking you is just spend our money wisely, listen to your constituents, and please build us something. Thank you.

Submitted Public Comments

Chair Ward reported there were no submitted public comments.

Approval of Agenda

Chair Ward stated that Item #6 – *Approval of the Consent Items* contained the only action items on the Retreat Agenda. The remainder of the Retreat will be for discussion on topics that will be voted on at a later date. She asked for any additions or deletions to the agenda. Mr. Dwight Farmer indicated the Virginia Port Authority has requested to pull the *first bullet* of Item 6-C – *FY2013 TIGER Grant: Project Endorsements*. Mr. Kevan Danker requested to pull Item 6-A – *FY 2014–2019 SYIP: CMAQ and RSTP Projects and Allocations* for discussion. Mayor McKinley Price requested to pull the *second bullet* of Item 6-C – *FY2013 TIGER Grant: Project Endorsements*. Mayor Alan Krasnoff Moved to approve the agenda with the above amendments; seconded by Mayor Clyde Haulman. The Motion Carried.

Draft FY 2014–2019 Six Year Improvement Program

Mr. Aubrey Layne, CTB Member, reported the CTB was briefed yesterday by the Virginia Department of Transportation (VDOT) regarding its FY 2014–2019 Six Year Improvement Program (SYIP). With the regional funding for both Hampton Roads and Northern Virginia included, the SYIP contains over \$15 billion for the next six years. Hampton Roads' share of the state funding is approximately 30%. He stated the region has come a long way in the past four years and gave credit to the HRTPO Board members for their dedication.

Mr. Layne indicated the SYIP includes \$100 million for the I-64 Peninsula Widening project which he believes will be the next major project for the area. Approximately \$133 million has been set aside for repaving I-264 and I-64 Southside to be complete within two years.

He noted that this is the first time in which an MPO, a quasi-governmental agency, will make decisions regarding transportation money which will be beneficial for both the transportation infrastructure and regionalism in Hampton Roads.

Mr. Shep Miller, CTB Member, commented that without the passage of the Governor's Transportation Bill, there would be \$7 billion less in transportation funding. He expressed his appreciation to the General Assembly members for committing more money to the Commonwealth. He stated it is critically important that the HRTPO Board members work collaboratively to spend the money and work closely with both the CTB and VDOT.

Mr. Miller stated the TME outside contract maintaining I-264 and I-64 is terminated and VDOT will take over that role.

(Mayor Hunt arrives)

Mr. Hollis Ellis, CTB Member, commented that the CTB received a presentation on the Commonwealth's statewide traffic operations and the plan is to upgrade in order for all localities to interact with each other.

Mr. Layne stated the SYIP also includes funding for the expansion of the Norfolk trains and rail improvements at the Virginia Port.

Mayor Ward expressed her gratitude to the CTB Members and the Legislators for their support of HB2313.

Consent Agenda

Approval of Consent Items

Chair Ward outlined the Consent Items as followed:

- A. FY 2014-2019 SYIP: CMAQ and RSTP Projects and Allocations
- B. FY 2014-2019 SYIP: Transportation Alternatives Program Projects and Allocations
- C. FY 2013 TIGER Grant: Project Endorsements
 - I-564 Intermodal Connector (VPA)
 - Multimodal High-Speed & Intercity Passenger Rail Station (Newport News)
 - Route 58 (Holland Road) Widening (Suffolk)

Mr. Farmer stated the Virginia Port Authority requested to pull the *first bullet* of Item 6-C – *FY2013 TIGER Grant: Project Endorsements*. Mayor Price requested to pull the *second bullet* of Item 6-C – *FY2013 TIGER Grant: Project Endorsements*. Mr. Danker requested to pull Item 6-A – *FY 2014–2019 SYIP: CMAQ and RSTP Projects and Allocations* for discussion. Mayor Krasnoff Moved to approve the Consent Items with the above amendments; seconded by Mayor William Sessoms. The Motion Carried.

Consent Item 6-A

FY 2014-2019 SYIP: CMAQ and RSTP Projects and Allocations

Mr. Danker reported the reduction in CMAQ and RSTP marks resulted in a loss of over \$50 million for the region, and although he recognized the need to decrease locality and agency funds, he questioned the method used and asked for clarification. He noted that \$25 million CMAQ funds were reduced and stated the Williamsburg Area Transit Authority (WATA) absorbed \$9 million of those cuts. Mr. Farmer replied that discussion occurred at both the Transportation Programming Subcommittee (TPS) and the Transportation Technical Advisory Committee (TTAC) with WATA representatives voting for the approval of the reductions.

Mr. Danker asked whether the formula used to determine the funding cuts was devised by HRTPO staff. Mr. Farmer replied decisions were based on the scores and rankings from the HRTPO Board-approved Prioritization Tool.

Mr. Danker inquired as to whether transit projects were scored differently. Mr. Farmer stated they were scored differently, but their scores ranked equally among all projects.

Mr. Danker reiterated his concern and requested the HRTPO Board's flexibility in the near future with any new funds that may be received. Mr. Farmer assured Mr. Danker the HRTPO Board will work with WATA on any new available funding.

Retreat Agenda

Regional Transportation Funding

Mr. Dwight Farmer, HRTPO Executive Director, briefed the HRTPO Board on the regional transportation needs including:

- \$7.5 billion committed projects in the FY 2013-2018 SYIP
- Approximately \$2.1-\$2.5 billion projects in the 2034 Fiscally-Constrained Long-Range Transportation Plan (LRTP)
- Approximately \$22-\$26 billion unfunded projects in the 2034 Vision Plan

Mr. Farmer noted that unless a project is in the SYIP and the LRTP, it is not considered a valid project and will not be completed in the next twenty years.

Mayor Krasnoff asked whether the localities could submit a comprehensive project list due to the additional funding from HB2313. Mr. Farmer replied affirmatively.

Mr. Farmer outlined the statewide revenues generated from HB2313 which could reach \$842 million by 2018. These revenues will be guided by the CTB. Over the next twenty years, the region's amount from the statewide revenues should be roughly \$3 billion.

Two revenue streams are specifically dedicated to Hampton Roads and the HRTPO will have full purview and discretion on how and when to spend these dollars. Beginning in 2014, funding will be approximately \$175 million, growing to \$200 million in 2015, and then by \$7 or \$8 million a year through 2018. Over the next twenty years, an estimated \$5 or \$6 billion should be available from this stream for the HRTPO Board to move projects forward in the next 20 years. Combining the statewide and regional revenues, Hampton Roads will have approximately \$10 billion in available funding over the next twenty years.

Mr. Farmer summarized strategies on how to maximize the HB2313 “regional” component to fund projects including:

- Bond Funded – Mega Projects
- Cash Match Funded – Interstate and Interchange Projects
- Cash Funded – Committed and Local Projects

He indicated that at some point, the HRTPO Board will need to provide HRTPO staff, VDOT, CTB members, and the General Assembly guidance on the percentage of the revenue stream to utilize for bonding.

The Mega Interstate projects eligible for bonding are:

- Third Crossing/Patriots Crossing: \$3 billion project
- Third Crossing/Craney Island Connector: \$500 million project
- Third Crossing/I-664 Widening (Hampton to Chesapeake): \$2.5 billion project
- I-64 Southside Widening (including the High Rise Bridge): \$1.7 billion project

Projects that could be considered for Cash Matching are:

- I-64 Peninsula Widening: \$350 million project with a \$70 million match
- Fort Eustis Boulevard Interchange: \$150 million project with a \$30 million match
- I-64/I-264 Interchange: \$350 million project with a \$70 million match
- Bowers Hill Interchange: \$350 million project with a \$70 million match

Chair Ward asked the CTB members for clarification regarding the cash match funded leveraged option. Mr. Miller replied that if the HRTPO decides to move forward immediately and fund certain projects with new revenue; it is the CTB’s responsibility to ensure the HRTPO is not penalized.

Regarding cash funded projects, Mr. Farmer stated it is likely the CTB and VDOT will recommend the HRTPO look to cash fund committed projects and those in the SYIP pipeline. Over the next twenty year period, the HRTPO may want to allocate a significant amount of cash into what the City Managers have suggested as a package of local projects funded with the regional revenue stream from HB2313.

Mr. Tom Shepperd commented there will be political “land mines” with some of these suggestions. Mr. Farmer agreed and stated there will be serious political hurdles and negotiations will be necessary with both VDOT and the FHWA.

Mr. Utterback recommended that negotiations be on a project per project basis rather than a 20% across the board match.

Mr. Miller reiterated the importance of working closely with the CTB when trying to obtain funding in the plan and that it is coordinated with the localities in order to assist in state negotiations.

(Senator Wagner arrives)

Mr. Farmer introduced Mr. Peter Huber of Willcox and Savage and Mr. Sergio Masvidal of Public Finance Management (PFM) Group to explain HRTPO Structure and Financing as it pertains to HB2313. Mr. Huber reported the new regional funds are insufficient to finance all mega projects needed in the area. At present, the regional funds are to be deposited into a fund with the state comptroller. There is no clear authority for those funds to be pledged to support bonds and no clear statement in the legislation as to who could issue bonds even if there was the ability to make that pledge. He indicated it is a complex structure with VDOT, the HRTPO, and the CTB who must work together to coordinate how these funds are spent and how bonds might be issued. He stated the mega projects are so expensive that even with bonding, they will likely still need to be tolled to be financially feasible.

Mr. Miller indicated the regional component for Northern Virginia will flow through the Northern Virginia Transportation Authority (NVTA) and noted the monies for Hampton Roads will pass through the HRTPO. Hampton Roads' funds will be held in a state account and will be distributed to project contractors as directed by the HRTPO. He asked if the State had the capability to bond the funds separately since they will be in the State's possession. Mr. Huber replied that Willcox and Savage is not the lawyer of record for the CTB; however, HB2313 does not have any language authorizing the pledge of those funds. It was suggested that the Governor add language which would clarify the ability to make that pledge; nevertheless, the final bill did not contain said language. He stated it was an unanswered question at this point, but more than likely the ability to pledge the funds will not occur without expressed authority.

Mr. Huber stated the HRTPO Board, working in conjunction with its partners, must decide how to utilize these funds which could be accomplished by two different methods. The HRTPO could use some or the entire new regional fund to support bonds. A policy decision would have to be made as to whether to work within the existing structure and clarify the roles and powers of the HRTPO, VDOT, and the CTB, and to clarify the authority to issue bonds secured by those revenues. The second method would be to have the HRTPO seek legislation that would consolidate not just the identification of projects, but also the implementation and financing functions at the regional level, either through a major modification of the HRTPO or the creation of a new regional entity similar to the NVTA.

Mr. Layne asked if the funds could be pledged to Public-Private Transportation Act (PPTA) projects. Mr. Huber replied that topic had not been researched specifically; however, he did not believe it possible under the current legislation.

Mr. Huber explained that based on preliminary research, the CTB is a logical potential issuer of debt that might be supported by this fund. Legislation would be required to authorize the CTB to issue bonds for projects identified by the HRTPO in this process and backed by those revenues.

Delegate Chris Stolle asked how Northern Virginia has the capability to issue bonds. Mr. Layne replied the General Assembly enabled Northern Virginia to have the authority to issue bonds without having to process them through the State.

Mr. Masvidal stated the various revenues provided by HB2313 are common among transportation debt programs and can be successfully leveraged with Commonwealth credit support. He noted common financial structures for credit-worthy plans include:

- Typically level annual debt service, although modestly ascending debt service based upon conservative revenue projects can be used
- Additional Bonds Test requires debt service coverage in the 1.25 to 1.50 times range
- Ability to fund O&M costs, R&R deposits, and pay-go capital after payment of debt service

Mayor Krasnoff noted the HRTPO has no bonding history and asked if this could penalize the HRTPO when dealing with bonding agencies. Mr. Masvidal replied that credit ratings for a regional entity and this type of revenue pledge are typically in the AA-A categories depending on bond covenants and the expected level of leveraging.

Mr. Masvidal indicated the regional economic strength of an area is also an important credit factor.

Mr. Masvidal outlined the structure of “The Better Jacksonville Plan” which provided the City of Jacksonville, FL with road, transportation and infrastructure improvements, economic development, and public facilities in 2003.

The PFM Group prepared a preliminary capacity analysis for the HRTPO Board based on certain credit quality considerations. For purposes of this analysis, the following assumptions were utilized for both low and high revenue case scenarios:

- 30-year bond issue every two years for 20 years, such that the final maturity of the last bond issue is in year 50
- Fixed-rate, level annual debt service structure for each issue
- Targets 125% of coverage over debt service

The analysis resulted in \$180 million in revenues for FY 2014, growing by 2% annually and \$200 million in revenues in FY 2014, growing 3% annually for the low case and high case scenarios, respectively. Approximately \$3 million of revenue can be leveraged over the 20 year period for the lower case and over \$3.8 million for the higher case scenario.

Mr. Huber summarized the Decision Tree flow chart which encompasses:

- The HRTPO as the entity that will determine project selection based on HB2313
- The assumption that VDOT and the CTB will implement and administer projects
- The possibility of the HRTPO considering more legislative initiatives
- The possibility of modifying the relative roles of the state and regional bodies
- Deciding whether to seek legislation to authorize issuance of bonds by either the CTB or consolidating functions at the regional level by the HRTPO or a new regional entity

Mayor Krasnoff asked if any of the localities' bonding credit would be affected by HB2313 bonding efforts. Mr. Masvidal replied it would not and that specific pledge revenues would be carved out regarding the HB2313 components.

Ms. Mary Bunting inquired as to whether bonding under HB2313 would be considered overlapping debt for the localities. Mr. Masvidal replied more research is needed on the topic; however, at first blush, he believed it would not be considered overlapping.

Ms. Bunting commented that in past discussions with bond rating agencies, a liberal view was expressed with overlapping debt and she thought this scenario might fall into that category.

Mr. Masvidal stated it is an issue that needs to be further explored. He indicated his firm would research the topic and bring a more in-depth answer to the Board.

Mayor Sessoms believed two key factors to be discussed are the ability to flip the funds and support debt and a mechanism to allow the HRTPO to accomplish it. He asked Senator Frank Wagner for his ideas on such an approach. Senator Wagner stated a mechanism for bonding is essential in order to move the mega projects forward. He believed there was time to work on it, build a consensus among the Hampton Roads Delegation, and assist the public in better understanding the process. He stated that by the next General Assembly session, the revenues will be realized and the projects will be more defined.

Mr. Shepperd expressed concern regarding a legal challenge of HB2313. Senator Wagner stated the bill may be challenged, but he believed it would be ruled constitutional. He noted the General Assembly tried to build in as many protections as possible in the legislation, including the elimination of the bill's taxes should the revenues be reduced to their allotment normally received from the General fund. The General Assembly also specifically assigned the HRTPO as the organization of record as the sole purveyor of the funds. He indicated bonding is a wise choice in that it allows the funds to be virtually untouchable. He stated that if there are additional protections to be written into the bill, the next General Assembly session would be the opportune time to draft such language.

Delegate Stolle agreed with Senator Wagner's comments and stated he believed it was the General Assembly's intent to bond these funds. He noted if the HRTPO planned to utilize these funds through bonds in a timely manner and take advantage of low interest rates, it would more than likely be the best path to follow.

Mr. Shepperd asked if the HRTPO should propose legislation regarding the utilization of funds from HB2313. Chair Ward stated Mr. Huber has recommended the HRTPO Board, the CTB, VDOT, and the region's legislators reach a consensus on how to proceed.

Mr. Farmer reported a revenue collection distribution program and a reporting initiative is underway for HB2313. The regional component funds will be deposited into the state bank account. Currently, plans are being prepared to work with VDOT in regards to programming and committing the funds into the SYIP. He has requested that as purveyors of these funds, the HRTPO receive at least quarterly reports on project status and updates pertaining to account revenue, collection figures, and future project schedules from VDOT. HRTPO staff is currently drafting a Memorandum of Agreement (MOA) with VDOT on said items. The MOA is scheduled to be reviewed by the HRTPO Board at its June 20th meeting in order to have the executed agreement in place by July 1st.

Mayor Linda Johnson inquired whether there would be an external and independent audit of the funds. Mr. Layne replied the funds would be held in a segregated account.

Mr. Huber indicated the HRTPO Board could pursue a CTB bond power as an interim measure with the ability to seek legislation consolidating functions at a regional level at a later date.

Mr. Miller stated there will more than likely be reluctance at the state level because it is unknown whether it would be counted against the State. He suggested Mr. Huber and Mr. Masvidal assist the HRTPO in this matter.

(Mayor Wright departs)

Memorandum of Agreement Between the HRTPO Board and the City of Franklin and Southampton and Surry Counties

Mr. Dwight Farmer, HRTPO Executive Director, reported HB2313 will impose taxes on the three localities that are members of the Hampton Roads Planning District Commission (HRPDC) but not the Hampton Roads Transportation Planning Organization (HRTPO). The three affected localities are the City of Franklin and the Counties of Southampton and Surry.

One alternative is to develop an MOA between the HRTPO and the affected localities so that they are guaranteed representation and voting rights on matters involving the planning, programming, and funding of projects supported by HB2313 revenues.

Mr. Farmer stated the City of Franklin and Southampton County have agreed to enter into the MOA; however Surry County has expressed concern.

Mr. Tyrone Franklin explained that Surry County is unsure whether the County is legally included in the legislation since it is not a member of the HRPDC by code. Surry County is a member of Crater Planning District and a volunteer member of the HRPDC. By entering into the MOA with the HRTPO, Surry County will be levying taxes on its citizens from HB2313 when it is technically not a member of the HRPDC. A letter has been transmitted to Secretary Sean Connaughton requesting assistance in this matter.

Mr. Farmer recommended that HRTPO staff draft separate MOAs with the three localities for Board approval at the June 20th meeting, acknowledging the need to wait for Secretary Connaughton's response to Surry County's letter.

Mr. Ivan Rucker asked for clarification on the distinction between HRTPO members and non-members with voting authority. He indicated the majority of the projects are in the Hampton Roads metropolitan region and if a non-member of the HRTPO is taxed, he inquired as to whether the non-members could vote on an approval of amending the MPO plan or program. Mr. Farmer replied that guidance received from Secretary Connaughton indicated that on any matters relating to projects, plans, or programs supported by HB2313 funds, the non-member representative could partake in the vote.

(Mr. Franklin and Mr. Burfoot depart)

Chair Ward introduced Mr. Terry McAuliffe, Democratic candidate for Governor of Virginia. Mr. McAuliffe expressed his appreciation to the HRTPO Board for their efforts and stated the need to unlock the Port, diversify Virginia's economy, and take transportation to the next level.

I-64 Peninsula Widening: HRTPO Preferred Alternative

Mr. Mike Estes, VDOT's Director of Strategic Initiatives, reported that Alternative 1 was chosen by the CTB for the I-64 Peninsula Widening project and the submission/approval of the Final Environmental Impact Statement (EIS) is scheduled for November/December 2013. He indicated the HRTPO Board is a valuable and active participant in the project.

He stated VDOT is exploring a strategy implementation of operationally independent sections and has partnered with the Federal Highway Administration (FHWA) on researching models from other states on a method in which to segment the project based on financial and fiscal constraints.

VDOT is developing strategies to effectively utilize funding from HB2313 which includes:

- Intermediate relief
- Ensure cost effective and efficient implementation plan
- Understand the HRTPO expectation with tolls, context sensitive solutions, and phased implementation

He summarized the data from a recent analysis of the corridor designed to explore the three following potential options to maximize funding for Segment 1 – Jefferson Avenue through the Fort Eustis Interchange:

- 6-lane widening in median – \$100 million
- 8-lane widening in median/outside – \$220 million
- Managed shoulders with emergency pull-offs – \$60 million

Options for Segment 2 – Fort Eustis to Humelsine Parkway (First Route 199 Exit):

- 6-lane widening in median – \$160 million
- 6 and 8-lane widening in median/outside – \$190 million
- Managed shoulders with emergency pull-offs – \$65 million

Mr. Estes reported that VDOT's recommended approach to the project is as follows:

- Move aggressively with 6-lane Segment 1 (funded via HB2313)
- Develop strategy to fund 6-lane Segment 2
- Develop strategy to fund interim improvements at Ft. Eustis interchange

(Mr. Johnson departs)

Mr. Farmer stated that at the June meeting, the HRTPO Board should provide clear direction to VDOT on a preferred alternative. He believed the six lane option (segment 1 and 2) is doable and VDOT's timeline is aggressive. He asked Mr. Layne if the CTB would consider using state match funds equal to those of the federal dollars to expedite the project both financially and in a timely manner. Mr. Layne replied affirmatively.

Mr. Farmer expressed his appreciation to the CTB members and requested they express this intent to VDOT.

Mr. Farmer indicated a resolution would be drafted by HRTPO staff to be voted on at the June meeting with Board members.

Delegate Stolle asked if the six lane option will relieve enough congestion to be productive. Mr. Estes replied this option will not solve all of the congestion issues through the corridor as the six lane project will be an incremental improvement.

Senator Wagner commented improvements to the Fort Eustis interchange are critical to the region; however, this phase of the project is not part of the recommendation. Mr. Estes agreed with Senator Wagner's comments and explained the problem is financial in nature. With limited resources, VDOT believed it best to utilize those funds on the main line.

Delegate Michael Watson inquired as to the cost of the signage needed for the managed shoulder lanes. Mr. Estes replied this cost is above and beyond the estimated project costs.

Based on Senator Wagner's concerns, Mayor Johnson suggested the Fort Eustis interchange be included in the first phase of the project. Mr. Farmer replied the HRTPO Board should recommend VDOT implement the six lane option and aggressively pursue the possibility of the managed lane in order to green light the project. He noted that more detailed cost estimates for the interchange are still currently unknown.

Mr. Layne commented the corridor is of statewide significance and the CTB has been working with the Richmond District in terms of the roadway in their region. Before VDOT became involved, the project was scheduled to be the subject of a PPTA. He noted that in terms of practicality, the six lane option is of benefit to the region and it does not remove any options to expand the corridor in the future.

Mr. Kilpatrick stated the entire project corridor, which is from I-664 Hampton Coliseum to downtown Richmond, is enormous with an approximate \$4 billion cost at the planning level. The State has committed \$100 million to begin the project, yet with such a huge project and without utilizing a PPTA or another type of toll facility, it must be completed in phases and the Newport News to Williamsburg segment is a critical phase to initialize.

Mr. Jeff Florin expressed his appreciation to Mr. Estes who assisted the HRTPO in the past several months as VDOT's Acting Hampton Roads District Administrator.

Hampton Roads Crossing

Mr. Dwight Farmer, HRTPO Executive Director, reported HRTPO staff conducted an analysis on bonding capacity in order to potentially leverage HB2313 funds and used the Patriots Crossing, a \$3.5 billion project, for illustrative purposes.

Mr. Farmer stated that different toll amounts will generate various revenues and explained there is a threshold at which a project could be tolled because volumes will drop off and negatively impact revenues.

The following three scenarios were utilized in the analysis:

- A. Use \$1 billion regional bond proceeds with \$1, \$2, and \$3 toll rates. Tolls did not cover the debt service.
- B. Use \$750 million regional bond proceeds and \$750 million State contribution with \$1, \$2, and \$3 toll rates. The \$3 toll rate covered the debt service.
- C. Use \$700 million regional bond proceeds, \$700 million (20%) State contribution, and \$700 million (20%) Federal contribution with \$1, \$2, and \$3 toll rates. The \$2 toll rate covered the debt service.

Mr. Farmer stated HRTPO staff studied congestion impacts by calculating volume/capacity by applying different toll rates to the harbor crossings with expanded capacity over the next 20 years. Results indicated that a \$2 toll rate almost solves the capacity issue at the Hampton Roads Bridge Tunnel (HRBT) and eliminates congestion from the Monitor Merrimac Memorial Bridge Tunnel (MMMBT).

Mr. Miller asked whether the model considered the impact of the Downtown/Midtown Tunnel and the Route 460 project. Mr. Farmer replied affirmatively.

Mr. Miller inquired as to a dollar number consideration regarding the provision in the Downtown/Midtown PPTA that relates to additional facilities and toll rates. Mr. Farmer replied the \$2 toll rate balances the entire system.

Mr. Miller commented the scenarios presented would represent \$1,000 out of the commuters' pockets.

Mr. Ellis asked if the tolling analysis would be implemented on a 24/7 basis or only during peak hours through congestion pricing. Mr. Farmer replied the tolls would be implemented on a 24/7 basis for 60 years.

Delegate Stolle asked whether congestion pricing was researched. Mr. Farmer replied the FHWA would more than likely require some sort of congestion pricing and indicated the next agenda item would provide more information on the topic.

Mayor Krasnoff asked if the widening of I-664 would be included in the proposed Patriots Crossing project. Mr. Farmer replied the Third Crossing is separated into three distinct segments: the Patriots Crossing, I-664 Widening, and the Craney Island Connector.

Mayor Krasnoff inquired as to the timeline to potentially re-score project priorities. Mr. Farmer recommended the Board provide a clear message on a preferred alternative for a Hampton Roads Crossing to the CTB at the June HRTPO meeting.

(Delegate Watson departs)

Ms. Bunting stated it was her understanding that a two dollar toll would remove the need for additional capacity until the year 2030 and asked for clarification. Mr. Farmer replied congestion pricing is an interim solution which would solve severe congestion problems while only tolling vehicles for four to six hours a day.

Mr. Kilpatrick stated the analysis of the staff scenarios for the region is beneficial in determining how best to manage traffic in and out of Hampton Roads. He cautioned the Board however, that the region's two main crossings, the MMMBT and the HRBT westbound tube are 25 and 56 years old, respectively. The HRBT tube will soon need more expensive rehabilitation which will then impact traffic.

(Mayor Sessoms departs)

Ms. Bunting asked for the completion date for the Route 460 project and how the completion of the project would impact congestion in the region. Mr. Farmer replied that Route 460 is scheduled to be complete in November 2018 and should make a noticeable difference in the congestion levels at the HRBT.

Mr. Farmer asked the CTB members for guidance on when the Board should provide its preferred alternative to the State. Mr. Layne replied the HRTPO Board has a couple of months to deliberate.

Mr. Robert Middaugh asked whether VDOT planned to conduct another analysis of the HRBT. Mr. Kilpatrick replied he is directing his staff to study a six lane concept of the HRBT within the framework of the construction of Patriots Crossing. He also has staff preliminarily researching congestion pricing.

Congestion Pricing

Mayor Ward stated the implementation of congestion pricing can eliminate the need to build extra capacity and solve severe congestion issues simultaneously by utilizing tolls during peak hour traffic times.

Mr. Farmer presented an eight minute video to the Board narrated by a University Professor in Stockholm, Sweden regarding the implementation of congestion pricing in Stockholm and the immediate positive impact that occurred.

(Mayor Hunt departs)

Planned Update to Project Prioritization List Scores

Mr. Farmer stated HRTPO staff will need direction from the HRTPO Board in June on how to update the projects utilizing the HRTPO Board-approved Prioritization tool.

Old/New Business

Captain David Culler reported that Ms. Wendy Vachet would be leaving the Navy for a position in the private sector. He commended her on an outstanding job supporting the military in the region.

Adjournment

With no further business to come before the Hampton Roads TPO, the meeting adjourned at 1:50 p.m.

Molly J. Ward
Chair

Dwight L. Farmer
Executive Director/Secretary