

**ITEM #15: MINUTES OF THE HRTPO BOARD COMMITTEES**

**15A. CITIZEN TRANSPORTATION ADVISORY COMMITTEE: SUMMARY MINUTES**

The summary minutes of the March 13, 2013 meeting of the HRTPO Citizen Transportation Advisory Committee (CTAC) are attached.

Attachment 15-A

**15B. TRANSPORTATION TECHNICAL ADVISORY COMMITTEE: SUMMARY MINUTES**

The summary minutes of the May 1, 2013 meeting of the HRTPO Transportation Technical Advisory Committee (TTAC) are attached.

Attachment 15-B

**15C. TRANSPORTATION TECHNICAL ADVISORY COMMITTEE: SUMMARY MINUTES**

The summary minutes of the June 5, 2013 meeting of the HRTPO Transportation Technical Advisory Committee (TTAC) are attached.

Attachment 15-C

**Summary Minutes of the  
HRTPO Citizen Transportation  
Advisory Committee (CTAC) Meeting  
March 13, 2013**

The HRTPO Citizen Transportation Advisory Committee (CTAC) Meeting was called to order at 12:04 p.m. in the Regional Building, Conference Room D, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**HRTPO CTAC Members in Attendance:**

Shepelle Watkins-White, Vice-Chair (CH)  
Bernie Whitlock (CH)  
Philip Olekszyk (GL)  
Teresa Schmidt (HA)  
Michael Jones (IW)  
Don Cherry (JC)  
Sharyn Fox (NN)  
William Christopher (NO)  
Robbyn Gayer (NO)\*

James Openshaw (NO)  
Terry Danaher (PO)  
Kirsten Tynch (PO)  
Richard Green (SU)  
Greg Edwards (VB)\*  
Casey Funk (VB)\*  
John Malbon (VB)  
Carolyn McPherson (VB)  
Dewey Hurley (WM)

**HRTPO CTAC Members Absent:**

William Harrison, Chair (VB)  
Yukari Hughes (NN)  
Howard Manly (NN)  
Randy Lougee (NO)

Jay Ford (VB)  
Delceno Miles (VB)  
Henry Lewis (YK)

**OTHER PARTICIPANTS**

Ron Hodges (TRAFFIX/HRT)  
Liz McAdory (VDOT)  
Eric Stringfield (VDOT)

**HRTPO Staff:**

Brian Chenault  
Dwight Farmer  
Brian Miller

Kendall Miller  
Camelia Ravanbakht  
Joe Turner

\* New CTAC Members Robbyn Gayer (NO), Greg Edwards (VB), and Casey Funk (VB) will be approved by the HRTPO Board at its March 21, 2013 meeting; therefore, they are not permitted to vote until the next CTAC meeting.

**Others Recorded Attending:**

Emmanuel Darko, Ray Hunt (VDOT)

Vice-Chair Shepelle Watkins-White stated Chair William Harrison was unable to attend the meeting. Noting this was his last CTAC meeting as Chair, she indicated a Resolution of Appreciation would be presented to him at the March HRTPO Board Meeting.

## **Public Comment Period**

There were no public comments.

## **Submitted Public Comments**

There were no submitted public comments.

## **Approval of Agenda**

Chair Watkins-White asked for any additions or deletions to the agenda. Ms. Carolyn McPherson requested an update on state transportation funding legislation as a New Business Item. Ms. Sharyn Fox Moved to approve the agenda with the one amendment; seconded by Ms. Kirsten Tynch. The Motion Carried.

## **Summary Minutes of January 10, 2013 CTAC Meeting**

Chair Watkins-White asked for any additions or corrections to the January 10, 2013 minutes. Hearing none, Ms. Tynch Moved to approve the minutes as written; seconded by Ms. Fox. The Motion Carried.

## **CTAC Membership Update**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, welcomed CTAC's three newest members, Greg Edwards, Casey Funk, and Robbyn Gayer, and stated they will receive official HRTPO Board approval at the March 21, 2013 HRTPO Board meeting.

She indicated HRTPO staff is working to fill the vacancies for the Cities of Chesapeake (1), Newport News (1), and Poquoson (1).

## **CTAC Bylaws: Amendment**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported a series of proposed amendments to the HRTPO Citizen Transportation Advisory Committee (CTAC) Bylaws regarding the frequency, location, and time of the meetings have been placed in writing and presented to the CTAC.

She indicated this was the third attempt to amend the CTAC bylaws; 66% voting membership (15 members) is required in order to vote on this item.

Chair Watkins-White stated the amendment would change CTAC meetings to quarterly at 12:00 p.m. in the Regional Building.

Mr. Dwight Farmer, HRTPO Executive Director, reminded members that the bylaws would allow the CTAC Chair to call special meetings.

Ms. Fox Moved to amend the CTAC bylaws as follows; seconded by Ms. Tynch.

*5.01 Regular Meetings. Regular meetings of the CTAC shall be held **quarterly**, at **12:00 p.m.** on the second Thursday of **January, April, July, and October** of each year. Meetings shall be held in the **Regional Building in Chesapeake**. The CTAC may change the date, time, or location of any regular meeting at any prior meeting and may adjourn any meeting from time-to-time.*

#### The Motion Carried.

Chair Watkins-White asked whether CTAC will convene in April 2013.

Mr. Don Cherry recommended proceeding with today's agenda before deciding whether to meet in April or wait until July.

#### **Interstate I-64 (Jefferson Avenue to Route 105) Briefing: VDOT**

Mr. Eric Stringfield, VDOT Transportation Planning and Land Use Director, reported that the Virginia Department of Transportation (VDOT) Hampton Roads District has collected information on potential short-term strategies to relieve congestion along the I-64 Corridor between Jefferson Avenue and Ft. Eustis Boulevard (Route 105), including shoulder usage evaluations.

Currently, the travel lanes are 12 feet wide with 9 inches of reinforced concrete surface with a 4 inch base. The inside shoulder is 8 feet wide with 3 feet paved and the outside shoulder is 15 feet wide with 10 feet paved.

VDOT is guided by the Stewardship and Oversight Agreement and MAP-21, the latest federal transportation legislation. It also must adhere to the current standards set forth by the American Association of State Highway and Transportation Officials (AASHTO) and FHWA's Design Exception Policy.

Mr. Stringfield summarized several charts illustrating the considerations involved in utilizing the shoulders as traffic lanes.

Mr. Stringfield stated next steps involved with the evaluation include:

- Coordination with multi-discipline team internal to VDOT
- Coordination with local stakeholders
- Coordination with FHWA
- Cost Benefit Analysis
- Recommended improvements must concur with I-64 EIS
- Explore Recommend Improvement Strategies
- FHWA Approvals and Concurrence

Mr. Farmer asked for examples of a design exception policy in Hampton Roads. Mr. Stringfield replied the design standards on Virginia Beach's Route 44 did not meet AASHTO's interstate requirements; however, VDOT was allowed to change Route 44 to I-264 through discussions with AASHTO.

Mr. Phil Olekszyk inquired as to whether FHWA and AASHTO were the only grantors of design exception. Mr. Stringfield replied affirmatively.

Mr. Cherry asked whether the I-264 shoulder contained the same sub-base material as that of the I-64 shoulder. Mr. Stringfield stated he was unsure and would investigate.

Mr. Cherry asked for the life cycle of the shoulders on I-66 in Northern Virginia. Mr. Stringfield stated he was unsure.

Mr. Cherry inquired as to the width of the right-of-way throughout the corridor. Mr. Stringfield replied the right-of-way is 120 – 190 feet throughout the corridor.

Mr. Cherry asked if the addition of an extra lane in the corridor would be built on the inside or the outside of the roadway. Mr. Stringfield replied that evaluation was needed as it must be compatible with I-64 Environmental Impact Statement (EIS).

Mr. Farmer stated the HRTPO Board will discuss the I-64 Widening project at its March 21st meeting. The Transportation Technical Advisory Committee (TTAC) has recommended to the Board to support the EIS and Alternative 1A and that VDOT move forward with an interim six lane concept that would not preclude the ultimate design.

Mr. Olekszyk inquired as to the EIS schedule and start of construction. Mr. Farmer replied the EIS is in the final stages. The Commonwealth Transportation Board (CTB) was expected to take action; however, it waited until the HRTPO could weigh in on the discussion. He stated the start date could be several years after the Record of Decision (ROD) is issued and was dependent on the full design and any right-of-way.

Mr. Olekszyk asked if money was currently allocated for the project. Mr. Farmer stated that before HB 2313, the Governor's transportation bill allocated \$85 million for the project if approved by the General Assembly. The first 8.5 miles of the project from Jefferson Avenue moving towards Williamsburg with the full eight lane concept had an approximate cost of \$420 million. Costs could be brought down if an interim solution was implemented.

Dr. Ravanbakht indicated funding must be identified before the project can move forward.

Mr. Cherry noted that Fort Eustis is not included in the initial eight miles which is the main problem area

Mr. Farmer inquired as to the possibility of repaving the existing shoulders. Mr. Stringfield was unsure and stated it becomes a construction project when pavement is removed and additional standards must be examined.

Mr. Stringfield stated VDOT has a video on the project and will make it available for viewing.

### **Statewide Park & Ride Inventory and Usage Study 2013: VDOT**

Ms. Liz McAdory, VDOT State Park and Ride Program Manager, reported the Commonwealth of Virginia recently completed the Draft Statewide Park and Ride Study. The Park and Ride Program Mission is to develop, deliver, operate, and maintain a system of Park and Ride facilities that support the Commonwealth's initiative to reduce congestion and vehicle miles traveled and support the long-term vision of a multi-modal transportation system. The Study includes a procedures manual and a program vision as well as inventory, signage, lease agreement, and website updates.

Ms. McAdory stated VDOT owns/maintains approximately 300 park and ride lots in the area. The current website is GIS-based using 2003 data and is in need of updating.

Study deliverables include:

- Lot audit and inventory database
  - Pictures to provide to the updated website for illustration
  - Latitude and longitude to input into GPS devices
  - Number of parking spaces
- Recommendations for new, expanded, and relocated lots
- Reconstructed website and embeddable widget
- P&R Program Goals and Objectives/Best Practices
- Public Outreach – User Survey

Ms. McAdory indicated the new website will launch this month and VDOT will begin its district review in order to implement recommendations and investment strategies.

Ms. Fox asked whether the data could be used in a vehicle GPS. Ms. McAdory replied the application is not at that stage yet.

Mr. Michael Jones stated there are only “unofficial” park and ride lots in Isle of Wight County and asked whether this data should be provided to VDOT. Ms. McAdory replied affirmatively because it will illustrate the need for official lots in the County.

Ms. Teresa Schmidt asked whether the term “no fee” applied to park admittance or utilization of the service. Ms. McAdory replied there was no fee to park in any of the lots. She indicated she will reword the language in order to clarify the issue.

Mr. John Malbon asked whether data was available on the utilization of current park and ride lots. Ms. McAdory replied there was only sporadic data. Mr. Malbon stated in order to accurately explore how the park and ride lots impact congestion, it would seem important to collect this data. Ms. McAdory stated there is currently an initiative in Northern Virginia to undertake this study.

Dr. Ravanbakht indicated that the HRTPO collaborates with TRAFFIX to produce an annual report which includes performance measures. She noted the report will be available on the HRTPO website when it is available.

Ms. McPherson asked how CTAC members could support the study. Ms. McAdory requested CTAC members express their support through word of mouth and at public meetings throughout the localities. Dr. Ravanbakht suggested the CTAC members attend the HRTPO Board meetings and speak during the public comment period.

Ms. McPherson asked how Transportation Demand Management (TDM) is incorporated into the HRTPO Prioritization Tool. Mr. Farmer replied TDM is a separate category in the Tool. Dr. Ravanbakht stated the HRTPO Board has allocated \$1 million a year to TRAFFIX.

### **TRAFFIX Report**

Chair Watkins-White stated that at the January 10, 2013 CTAC meeting, CTAC members requested information on ways in which the Hampton Roads commuters could ease the impact of congestion.

Mr. Ron Hodges, Director of TRAFFIX, explained its mission as a Transportation Demand Management (TDM) Program is to assist in the continued efforts to decrease traffic congestion in Southeastern Virginia by reducing the number of Single Occupancy Vehicles (SOVs) commuting to work. It encourages the use of HOV lanes through ridesharing and through the use of driving alternatives such as public transportation and bicycling.

He indicated that a change in the public's transportation perception and behavior is necessary for them to consider carpooling or utilizing transit in their daily lives. TRAFFIX is marketed in Hampton Roads in several manners:

- Radio and TV ads
- Billboards
- Website business banners
- Cold calling
- Partnership with professional organization

Mr. Hodges stated that employees who wish to utilize TRAFFIX can either ask their employer to contact TRAFFIX or they can contact TRAFFIX independently.

Mr. Hodges explained that FY 2012 required a reboot of the program and three areas of outreach were of primary focus:

- Type A – Feet on Street, Knocking on Doors, Cold Calling
- Type B – NuRide, Commuter Computer, Telework Activities
- Type C – Park and Rides, Regional Transit, Light Rail, GoPass365

To inform the public about the TRAFFIX program, an outreach effort was embarked upon that involved visiting 333 new business, 111 military commands, and distributing 4,000 newsletters and 27,500 brochures.

Businesses receive credits from the NuRide program for walking, biking, telecommuting, carpools, vanpools, and public transit usage. In FY 2012, NuRide, increased its overall statistics in every category.

The GoPass365 program makes transit more attractive to young employees and students. TRAFFIX is educating businesses, employers, employees, and higher learning institutions regarding the program.

Ms. Schmidt asked for the procedure once a business contacts TRAFFIX. Mr. Hodges replied that TRAFFIX will work with the business until a program is successfully integrated.

Mr. Jones asked whether the U.S. Navy utilizes GoPass365. Mr. Hodges replied the Navy has a transportation incentive program whereby personnel receive subsidy to use public transportation.

Ms. Fox inquired as to an update on ferry discussions in Hampton Roads. Dr. Ravanbakht replied it is an ongoing study; however, the study has been delayed and results should be available in about a year.

Ms. Terry Danaher asked whether consideration has been given to utilize transit for public school transportation. Mr. Hodges replied TRAFFIX has approached the schools regarding the GoPass365 program.

Mr. Robbyn Gayer asked if GoPass365 would continue since it was established as a pilot program. Mr. Hodges replied affirmatively; however, the pricing structure will be redesigned.

### **CTAC Opportunities for Public Comment and Action**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported HRTPO staff has added CTAC members to the list of recipients receiving HRTPO Board agenda email notices in advance of the Board meetings. In a second email, CTAC members will receive highlighted HRTPO Board agenda items and proposed actions of interest and are invited to provide written public comments on those or any HRTPO Board agenda items and proposed actions, which will subsequently be distributed as a handout at the next HRTPO meeting.

### **Future CTAC Meeting Agenda Items**

Chair Watkins-White highlighted the agenda items for the next CTAC meeting

## **For Your Information**

Chair Watkins-White noted the items in the For Your Information section of the agenda packet.

## **Old/New Business**

Mr. Dwight Farmer, HRTPO Executive Director, reported the General Assembly approved a long-term transportation funding and reform package for Virginia, and is slated to be signed into law by Governor Bob McDonnell. HB 2313 is the first comprehensive overhaul of the way Virginia pays for its transportation system that the legislature has approved since 1986.

The transportation package will generate approximately \$880 million annually statewide, or approximately \$3.5 billion over the next five years. It includes regional components that will raise approximately \$300-\$350 million each year for Northern Virginia, and \$175-\$200 million each year for Hampton Roads.

Mr. Farmer summarized the key components of additional statewide funding from HB 2313 and outlined the estimated revenue generated in Hampton Roads from both the statewide and regional components of the bill.

He indicated HRTPO staff plans to request the Commonwealth Transportation Board (CTB) and the Virginia Department of Transportation (VDOT) prepare and provide the HRTPO with quarterly reports regarding:

- Revenue receipts
- Interest earned
- Allocations of funds per HRTPO project priorities
- Obligations by project phase (including preliminary engineering, right-of-way, and construction) and fund source
- Expenditures by project phase
- Progress report on project phase schedule and implementation

Finally, Mr. Farmer stated HRTPO staff will endeavor to ensure that the State (CTB and VDOT) is:

- Allocating Hampton Roads' "fair share" of the Statewide funds
- Moving in the directions approved by the HRTPO Board
- Advancing regional projects in a timely manner
- Expending regional funds appropriately and in a cost effective manner
- Accounting for all revenue due under the Regional component as approved by the General Assembly

Mr. Cherry asked whether the new legislation funding was equivalent to North Carolina's 0.35 cents per gallon gasoline tax. Mr. Farmer replied it was a close approximation; the legislation has growth potential, whereas the gasoline tax is a declining revenue source.

Mr. Gayer inquired as to the HRTPO's role in the decision making process for the utilization of funds. Mr. Farmer replied the HRTPO Board will decide on which projects will move forward regarding HB 2313's regional component.

Ms. Fox asked whether HB 2313 could be used to preclude the need for shoulder utilization on I-64 on the Peninsula. Mr. Farmer replied that decision is dependent on the HRTPO Board. The Board could possibly consider offering the 20% match now, effective July 1, 2013.

### **Adjournment**

With no further business to come before the Citizen Transportation Advisory Committee, the meeting adjourned at 2:07 p.m.

**Summary Minutes of the HRTPO Transportation  
Technical Advisory Committee (TTAC) Meeting  
May 1, 2013**

The HRTPO Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:33 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**TTAC Voting Members in Attendance:**

Michael King (Chair, NN)	Paul Holt (JC)	Mark Schnauffer (VB)
Robert Gey (Vice Chair, VB)	Jackie Kassel (NN)	Reed Nester (WM)
Steve Froncillo (Alternate, CH)	Tom Slaughter (NN)	Tim Cross (YK)
Mark Shea (CH)	Robert Brown (NO)	Emily Stock (DRPT)
Earl Sorey (CH)	Jeff Raliski (NO)	Keisha Branch (HRT)
Anne Ducey-Ortiz (GL)	Susan Wilson (PO)	Stephen Rowan (VDOT)
Lynn Allsbrook (HA)	Sherry Earley (SU)	Eric Stringfield (VDOT)
Keith Cannady (HA)	Scott Mills (SU)	Kevin Abt (VPA)
John Yorks (HA)	Phil Pullen (VB)	Kevan Danker (WATA)
Jamie Oliver (IW)		

**TTAC Voting Members Absent:**

Gary Walton (CH)	Tammy Rosario (JC)	Daniel Clayton (WM)
Emily Gibson (GL)	James Wright (PO)	Steve Martin (WM)
Christopher Perez (GL)	Ellen Roberts (PQ)	J. Mark Carter (YK)
Michael Stallings (IW)	Debbie Vest (PQ)	Al Maddalena (YK)
Peter Stephenson (IW)	Kevin Wyne (PQ)	Jim Ponticello (VDOT)
Allen J. Murphy, Jr. (JC)	Robert Lewis (SU)	

**TTAC Nonvoting Members In Attendance:**

Ivan Rucker (FHWA)	Wendy Vachet (Navy)
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**TTAC Nonvoting Members Absent:**

Tony Cho (FTA)	Clifford Burnette (VDOA)
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**HRTPO Staff:**

Sam Belfield	Kendall Miller	Joe Paulus
Brian Chenault	Jessica Nappi	Camelia Ravanbakht
Kathlene Grauberger	Keith Nichols	Chris Wichman
Mike Kimbrel	Pavithra Parthasarathi	

**Others Recorded Attending:**

Dale Castellow (NO); Jason Souders (SU); Bob Matthias (VB); Rich Clifton (RK&K); Karen McPherson (Kimley-Horn); Jamie Jackson (WATA); Julie Timm (HRT); Frank Azzilina (HRTI); Angela Biney, Mitzi Crystal, Tony Gibson, Sonya Hallums-Ponton, Ray Hunt, Carl Jackson, Darryll Lewis, Bryant Porter, Chris Voigt (VDOT); Rick Case, Greg Grootendorst, Ben McFarlane, Chris Vaigneur (HRPDC Staff)

## **Public Comment Period**

There was no public comment.

## **Submitted Public Comments**

There were no submitted public comments in the agenda packet.

## **Approval of Agenda**

Chair Michael King asked for additions or deletions to the TTAC Agenda. Hearing none, Mr. Tim Cross Moved to approve the agenda as written; seconded by Mr. John Yorks. The Motion Carried.

## **Summary Minutes**

Chair King indicated the TTAC Summary Minutes of April 3, 2013 were included in the May TTAC Agenda. He asked for corrections or amendments to the minutes. Hearing none, Mr. Mark Shea Moved to approve the minutes as written; seconded by Ms. Jackie Kassel. The Motion Carried.

## **FY 2014 Transportation Alternatives Program – Project Selection**

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported the new Transportation Alternatives Program (TAP) created by MAP-21 requires that 50% of the program funds received by the state be sub-allocated to areas based on population, while the other 50% may be obligated to any area of the state

Regarding TAP project selection for FY 2014 allocations, the TTAC agreed to the following recommendations by the VDOT Local Assistance Division (LAD):

- Only existing projects be considered for TAP funding during the first year.
- There be a consistent application form, scoring criteria, and selection process.
- VDOT handle the application, solicitation, and oversight of the scoring. MPOs be provided with the scored applications for their areas and have complete latitude on project selection in the TMA.

Mr. Kimbrel stated LAD received a total of five applications for existing projects, plus one application for a new project. Project information on all six projects, plus scoring information on the five existing projects, was provided to HRTPO staff on April 16, 2013.

Summary information on the scoring of the TAP project proposals was distributed during the April 19, 2013 Transportation Programming Subcommittee (TPS) meeting. Given the procedures agreed to above, the TPS did not consider the new project for funding this year, but recommended funding the following projects in the amounts shown below. It should be noted that four of the five projects also received allocations by the CTB member for the Hampton Roads District, Mr. Aubrey Layne, as shown on the following page.

Jurisdiction	Project	TAP Request	Allocations		Balance
			CTB	HRTPO	
Chesapeake	Dismal Swamp Canal Trail	\$265,000	\$0	\$265,000	\$0
Virginia Beach	Cape Henry Lighthouse Restore	\$160,000	\$160,000		\$0
Isle of Wight	Isle of Wight Trail	\$860,463	\$240,463	\$620,000	\$0
Hampton	Pine Chapel Road	\$1,280,000	\$320,000	\$574,430	\$385,570
Norfolk	Elizabeth River Trail	\$320,000	\$160,000	\$160,000	\$0
<b>Totals</b>		\$2,885,463	\$880,463	\$1,619,430	\$385,570

Assuming HRTPO Board approval of the HRTPO allocations shown in the table above, the HRTPO FY 2012-2015 Transportation Improvement Program will be amended to account for the new allocations. The TIP amendment has been made available for public review and comment. The public review period began on April 24, 2013 and runs through May 8, 2013.

Mr. Lynn Allsbrook Moved to recommend HRTPO Board approval of the TAP projects and HRTPO allocations as shown in the table above, as well as the associated TIP amendment; seconded by Mr. Shea. The Motion Carried.

### **Balancing FY 2014-2019 CMAQ and RSTP Allocations**

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported that during the April 2013 TTAC meeting, HRTPO staff reported that due to updated preliminary estimates (marks) for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and for the Regional Surface Transportation Program (RSTP) received from VDOT on March 14, 2013, Hampton Roads is significantly over-allocated in CMAQ and RSTP for FY 2014-2019. After taking into account the reserves that had been in place prior to receiving the new marks (\$10,479,575 RSTP and \$1,997,063 CMAQ), the over-allocation in Hampton Roads equates to \$26,192,299 RSTP and \$28,365,793 CMAQ.

HRTPO staff coordinated with VDOT PIM staff to obtain up-to-date information on the currently underway phase, phase cost estimates, and phase schedules for each project with CMAQ and/or RSTP allocations in FY 2014-2019. Taking this information into account, plus current allocations and project ranks, HRTPO staff developed a strategy of recommended funding changes to address the over-allocation problem while keeping as many projects fully-funded as possible.

Mr. Kimbrel stated that HRTPO staff presented its strategy and recommended funding changes at the April 19, 2013 TPS meeting. Part of the strategy includes shifting some allocations into FY 2020 and beyond.

Mr. Kimbrel indicated the TPS recommended approval of the revised RSTP and CMAQ allocations presented by HRTPO staff, with three minor changes to allocations to CMAQ projects and the understanding that projects showing needs in the "Planned FY-20 and Beyond" column will receive priority when the FY 2020 CMAQ funds are allocated.

Mr. Kimbrel noted that the recommended action should include a request by the Virginia Port Authority to switch funds from line items 29 and 31 (\$500,000 from #31 to #29 in FY-15 and FY-16; \$500,000 from #29 to #31 in FY-18 and FY-19) in the attached CMAQ projects list.

Assuming HRTPO Board approval of the revised CMAQ and RSTP allocations shown in the attached tables, the HRTPO FY 2012-2015 Transportation Improvement Program will be amended to account for changes in the allocations through FY 2015. The TIP amendment has been made available for public review and comment. The public review period began on April 24, 2013 and runs through May 8, 2013.

Chair King expressed his appreciation to HRTPO staff for its efforts involved with the reallocation strategy and its ability to keep most projects alive.

Dr. Camelia Ravanbakht stated HRTPO staff received an email regarding the distribution of CMAQ and RSTP funds to the MPOs and when VDOT received notification of the cutbacks. She commented that once the email was reviewed by staff it would be transmitted to TTAC members later in the day.

Mr. Kevin Abt Moved to recommend HRTPO Board approval of the revised CMAQ and RSTP allocations as shown in the TTAC Agenda attachments, as well as the associated TIP amendment; seconded by Mr. Phil Pullen. The Motion Carried.

### **Out of Cycle RSTP Request: Gloucester County**

Ms. Anne Ducey-Ortiz reported Gloucester County has requested that three current CMAQ projects (UPCs 100624, 100625, 100626) and one bridge replacement project (UPC T13239) be made eligible to receive RSTP funds. Making the projects eligible for RSTP funding will allow the County to transfer some surplus RSTP funds from other County projects to these projects.

Chair King stated that in accordance with the out of cycle procedures included in the *Guide to the HRTPO CMAQ/RSTP Project Selection Process*, the Transportation Programming Subcommittee (TPS) considered the County's request during its April 19, 2013 meeting. The TPS recommended approval of the County's request to make the three current CMAQ projects eligible to receive RSTP funds. Those projects are:

- UPC 100624: Hayes Road Bicycle and Pedestrian Improvements
- UPC 100625: Guinea Road Bicycle and Pedestrian Improvements
- UPC 100626: George Washington Memorial Highway Bicycle and Pedestrian Improvements

Chair King indicated that the TPS, in its attempt to continue moving projects forward, neglected to have Gloucester County first request to return the monies to the regional fund with a request for the TIP amendment the following month.

Ms. Ducey-Ortiz asked for clarification as she did not believe a process step was overlooked. Dr. Ravanbakht replied the project selection process was established by TTAC in the 1990's and several years ago TTAC requested HRTPO staff review the methodology for CMAQ and RSTP categories. From this evaluation, TTAC eliminated the RSTP Bike/Ped category due to scarce dollars. She indicated it might be possible to swap the surplus RSTP funds for an equivalent amount of CMAQ funds if an appropriate, dual-funded (RSTP and CMAQ) project could be identified.

Mr. Kimbrel noted it would require approximately \$496,000 in CMAQ funds if this approach was utilized.

Mr. Eric Stringfield suggested Gloucester County return the RSTP monies to the regional fund and then move CMAQ funds from other projects to these three Gloucester projects.

Mr. Mark Schnauffer agreed and stated TTAC may want to re-examine the Bike/Ped RSTP category in the future as it is more relevant today.

Ms. Keisha Branch noted that the current request is not eligible under the process selection procedures because they are bike/ped projects; however, she stated Gloucester County could submit a CMAQ request for the projects next month.

After further discussion, Ms. Ducey-Ortiz Moved to defer Gloucester's out of cycle TIP request for thirty days; seconded by Mr. Tom Slaughter. The Motion Carried.

### **2013 TIGER Grant Opportunity**

Mr. Chris Wichman, HRTPO Transportation Planner, reported that on April 22, 2013, the U.S. Department of Transportation (USDOT) announced the availability of \$473.8 million in funds to be awarded for National Infrastructure Investments, also referred to as Transportation Investment Generating Economic Recovery (TIGER) grants. This will be the fifth round of TIGER. Under TIGER, state and local governments compete for grant funds to invest in road, rail, transit, port, and other projects that promise to achieve critical national objectives.

Mr. Wichman outlined lessons learned from previous TIGER rounds including:

- "Sweet Spot" for TIGER Grants equals approximately \$10 - \$20 Million
- TIGER Funding Share - Should represent a small portion of overall funding
- Multi-Modal Preference

The application deadline is June 3, 2013 with an obligation deadline of September 30, 2014.

Mr. Wichman stated HRTPO staff is recommending HRTPO Board endorsement of the following candidate projects:

- I-564 Intermodal Connector
- Newport News Passenger Rail Station
- Norfolk Passenger Rail Facility (Phase 2)

Chair King asked TTAC members for other project recommendations for HRTPO Board endorsement.

Ms. Sherry Earley inquired as to why HRTPO staff did not recommend U.S. Route 58 as a candidate project. Dr. Ravanbakht replied staff believed the project did not align with lessons learned from previous TIGER grants. Mr. Wichman stated if project construction was scheduled to begin after September 2014, it would automatically be filtered from the list.

It was decided to include U.S. Route 58 to the recommended project list.

Mr. Jeff Raliski asked HRTPO staff to remove the Norfolk Passenger Rail Facility (Phase 2) from the recommended project list

Ms. Early Moved to recommend the I-564 Intermodal Connector, Newport News Passenger Rail Station, and U.S. Route 58 projects for HRTPO Board endorsement; seconded by Mr. Scott Mills. The Motion Carried.

### **Roadways Serving the Military and Sea-Level/Storm Surge Rise**

Mr. Sam Belfield, HRTPO Senior Transportation Engineer, reported The Hampton Roads Military Transportation Needs Study is comprised of three phases:

- Highway Network Analysis (September 2011)
- Military Commuter Survey (September 2012)
- Roadways Serving the Military and Sea Level Rise/Storm Surge

This report builds primarily on the first phase by estimating the sea-level rise and potential storm surge threats to the “Roadways Serving the Military” network established in the Highway Network Analysis report. Sea-level rise and storm surge threats are significant challenges for the region given the low elevations within Hampton Roads.

HRTPO staff reviewed and expanded the Strategic Highway Network (STRAHNET), originally developed by the Department of Defense, to determine the existing and potential flood locations. He outlined several examples of flooding from recent storms and past historical storms.

Based on projections by the Hampton Roads Planning District Commission (HRPDC) and the Virginia Institute of Marine Science (VIMS), sea-level rise is anticipated at 1.5 feet between 2032 and 2065.

Mr. Belfield summarized, by locality, the various roadways serving the military that would be subject to submersion by approximately 4.5 feet of Relative Water Rise. He stated the area’s military installation gates would be potentially blocked due to the submergence of surrounding roadways.

The results of this report will raise awareness of vulnerability at those locations and enable transportation decision-makers, including the HRTPO Board, to direct resources to solve those problems in an informed manner. The results of this study will also serve as input into the HRTPO Long-Range Transportation Plan Project Prioritization Tool.

Mr. Belfield indicated the draft version of the *Military Transportation Needs Study – Roadways Serving the Military and Sea Level Rise/Storm Surge* will be made available for public review and comment from May 1, 2013 through May 17, 2013. The HRTPO staff will request approval of the final report at the June 2013 TTAC meeting.

## **Volumes, Speeds, and Congestion in Hampton Roads**

Mr. Keith Nichols, HRTPO Senior Transportation Engineer, reported that as part of the Congestion Management Process (CMP), HRTPO staff has completed the *Average Weekday Traffic Volumes for Major Roadways in Hampton Roads* report. Released on an annual basis since 2006, this report details the regional traffic volumes for the years 2007-2012.

The updated report includes:

- INRIX speed data for regional roadways
- Regional weekday traffic volumes for the years 2007 – 2012
- AM and PM peak hour speed data for 2012
- AM and PM peak hour travel time index data for 2012
- AM and PM peak hour congestion levels

Mr. Nichols stated the draft version of the *Volumes, Speeds, and Congestion on Major Roadways in Hampton Roads* report will be made available for public review and comment from May 1, 2013 through May 15, 2013. The HRTPO staff intends to request approval of the final report at the June 2013 TTAC meeting.

## **Gilmerton Bridge Construction Update**

Mr. Earl Sorey, City of Chesapeake, reported the Gilmerton Bridge project is well underway and scheduled for substantial completion in August or September 2013 with final completion expected in January 2014. The bridge will have a vertical lift span and have a 35 foot clearance when closed. The City of Chesapeake will take ownership of the bridge sometime before completion.

## **Three-Month Tentative Schedule**

Chair King outlined the Three-Month Tentative Schedule for TTAC.

## **For Your Information**

Chair King highlighted the items in the For Your Information section of the agenda packet and noted the LRTP Subcommittee will meet directly following the TTAC meeting.

## **Announcements**

Chair King acknowledged the written announcements in the agenda packet.

Mr. Kimbrel stated the Six-Year Improvement Program meeting in Hampton Roads will be held June 5, 2013 at the Chesapeake Conference Center.

Ms. Wendy Vachet reported it was her last TTAC meeting as she has accepted a position in the private sector out of state. She indicated Mr. Bob Baldwin will be the Navy's representative at the TTAC meetings.

## **Old/New Business**

Dr. Ravanbakht reported the HRTPO Board Retreat will be on May 16, 2013. The agenda will include several items for Board discussion with action to take place at the June HRTPO Meeting.

She stated that Mr. Dwight Farmer, HRTPO Executive Director, indicated that TTAC will play a major technical role with the new legislation and will need to revisit project prioritization scores. A special meeting may be convened for the Subcommittee involved with the Prioritization Tool.

## **Adjournment**

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:06 a.m.

**Summary Minutes of the HRTPO Transportation  
Technical Advisory Committee (TTAC) Meeting  
June 5, 2013**

The HRTPO Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:33 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**TTAC Voting Members in Attendance:**

Michael King (Chair, NN)	Jackie Kassel (NN)	Phil Pullen (VB)
Robert Gey (Vice Chair, VB)	Tom Slaughter (NN)	Mark Schnauffer (VB)
Steve Froncillo (Alternate, CH)	Robert Brown (NO)	Reed Nester (WM)
Earl Sorey (CH)	Dale Castellow (NO)	Tim Cross (YK)
Anne Ducey-Ortiz (GL)	Jeff Raliski (NO)	Emily Stock (DRPT)
Lynn Allsbrook (HA)	Susan Wilson (PO)	Keisha Branch (HRT)
Keith Cannady (HA)	James Wright (PO)	Jim Ponticello (VDOT)
John Yorks (HA)	Sherry Earley (SU)	Stephen Rowan (VDOT)
Paul Holt (JC)	Robert Lewis (SU)	Eric Stringfield (VDOT)
Tammy Rosario (JC)	Scott Mills (SU)	Kevan Danker (WATA)

**TTAC Voting Members Absent:**

Gary Walton (CH)	Peter Stephenson (IW)	Daniel Clayton (WM)
Emily Gibson (GL)	Allen J. Murphy, Jr. (JC)	Steve Martin (WM)
Christopher Perez (GL)	Ellen Roberts (PQ)	J. Mark Carter (YK)
Jamie Oliver (IW)	Debbie Vest (PQ)	Al Maddalena (YK)
Michael Stallings (IW)	Kevin Wyne (PQ)	Kevin Abt (VPA)

**TTAC Nonvoting Members In Attendance:**

Bob Baldwin (Navy)

**TTAC Nonvoting Members Absent:**

Ivan Rucker (FHWA)	Clifford Burnette (VDOA)
Tony Cho (FTA)	

**HRTPO Staff:**

Sam Belfield	Theresa Jones	Joe Paulus
Rob Case	Kendall Miller	Camelia Ravanbakht
Brian Chenault	Jessica Nappi	Dale Stith
Dwight Farmer	Keith Nichols	Chris Wichman
Kathlene Grauberger	Pavithra Parthasarathi	

**Others Recorded Attending:**

Ross McFarland (NN); Toni Alger, Bob Matthias (VB); Rich Clifton (RK&K); Karen McPherson (Kimley-Horn); Steve Hetrick (Albeck Gerken); Sam Sink, Julie Timm (HRT); Jasmine Amanin, Sean Crawford, Mitzi Crystal, Carl Jackson, Darryll Lewis, Nathan Milaszewski, Chris Voigt (VDOT); Jason Robinson, Allison Richte (VDOT/Fredericksburg); Rick Case (HRPDC Staff)

## **Introductions**

Chair Michael King introduced Mr. Ross McFarland as the summer intern for the City of Newport News. Mr. Eric Stringfield introduced Ms. Jasmine Amanin and Mr. Sean Crawford as the summer interns for VDOT. Mr. Rob Brown introduced Dale Castellow as Norfolk's newest TTAC voting representative. Ms. Anne Ducey-Ortiz introduced Mr. Jason Robinson and Ms. Allison Richte from the VDOT-Fredericksburg District. Mr. Bob Baldwin introduced himself as the Navy's newest TTAC non-voting representative.

## **Public Comment Period**

There was no public comment.

## **Submitted Public Comments**

There were no submitted public comments in the agenda packet.

## **Approval of Agenda**

Chair King asked for additions or deletions to the TTAC Agenda. Mr. Robert Lewis requested Item #18 – *CMAQ Fund Transfer Request: Suffolk* follow Item #8 – *CMAQ Fund Transfer Request: Hampton*. Mr. Lewis Moved to approve the agenda with the above amendment; seconded by Ms. Sherry Earley. The Motion Carried.

## **Summary Minutes**

Chair King indicated the TTAC Summary Minutes of May 1, 2013 were included in the June TTAC Agenda. He asked for corrections or amendments to the minutes. Hearing none, Mr. Lynn Allsbrook Moved to approve the minutes as written; seconded by Mr. Earl Sorey. The Motion Carried.

## **Certificate of Appreciation**

Chair King presented Mr. Rob Case, HRTPO Principal Transportation Engineer, with a Certificate of Appreciation in recognition of his academic achievement and successful completion of his Doctor of Philosophy Degree in Civil Engineering and his continued dedication and commitment to the TTAC. Mr. Case thanked the TTAC members.

## **CMAQ/RSTP Fund Transfer Request: Gloucester County and Hampton Roads Transit**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that during the May TTAC meeting, Gloucester County presented an out-of-cycle request to make three Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects eligible to receive Regional Surface Transportation Program (RSTP) funds. The County's intent was to transfer some surplus RSTP funds from two County projects to two County CMAQ projects to advance the CMAQ projects. In addition, the County intended to return the same amount of funding in the out years to the CMAQ reserve.

She add that following a good discussion, the TTAC recommended that instead of approving the out-of-cycle request, HRTPO staff attempt to find a dual-funded (CMAQ & RSTP) project that could accept the surplus RSTP funds in exchange for an equivalent amount of CMAQ funds. HRTPO staff found a candidate HRT project for such an exchange and coordinated with Gloucester County and HRT on a fund exchange strategy.

Ms. Ducey-Ortiz Moved to recommend HRTPO Board approval for the fund transfer request, as well as the associated TIP amendment with the items described above; seconded by Mr. Kevan Danker. The Motion Carried.

**CMAQ Fund Transfer Request: James City County**

Ms. Tammy Rosario reported James City County is returning a total of \$337,000 in surplus CMAQ funds from two projects to the HRTPO CMAQ Reserve. The County has requested to allocate those funds from the CMAQ Reserve to two CMAQ projects in the County that need additional funds.

Ms. Rosario Moved to recommend HRTPO Board approval for the fund transfer request, as well as the associated TIP amendment; seconded by Mr. Tim Cross. The Motion Carried.

**CMAQ Fund Transfer Request: Hampton**

Mr. John Yorks reported the City of Hampton is returning a total of \$533,280 in surplus CMAQ funds from four projects to the HRTPO CMAQ Reserve. The City has also requested to allocate those funds from the CMAQ Reserve to four CMAQ projects in the City that need additional funds.

Mr. Yorks Moved to recommend HRTPO Board approval for the fund transfer request, as well as the associated TIP amendment; seconded by Mr. Allsbrook. The Motion Carried.

**FY 2012-2015 TIP Amendment: Coordinated Public Transit – Human Services Transportation Plan Projects**

Ms. Keisha Branch reported HRT is requesting an amendment to the FY 2012-2015 Transportation Improvement Program (TIP) to add Coordinated Plan projects to be funded with FTA Section 5317 funds. She stated that a project selection committee comprised of Coordinated Plan stakeholders met on April 8, 2013 and selected the following six projects.

	Agency – Project Name	Allocated Amount	FTA Program
1	Black & White Cabs of Norfolk – 5 Replacement ADA Taxicabs	\$144,979	NF
2	Black & White Cabs of Virginia Beach – 6 Replacement ADA Taxicabs	\$173,735	NF
3	Senior Services of Southeastern Virginia – 10 Passenger ADA Van Technology	\$40,000	NF
4	Guardian Angel Medical Transport, Inc. – 4 ADA Compliant Vehicles	\$117,757	NF
5	Hampton Roads Transit – Military Transfer Center	\$49,089	NF
6	Norfolk Redevelopment & Housing Authority – Mobility Improvement Transportation Program	\$165,619	NF

Mr. Danker Moved to recommend HRTPO Board approval for the addition of the six projects to the Coordinated Public Transit – Human Services Transportation Plan, as well as the associated TIP amendment; seconded by Ms. Ducey-Ortiz. The Motion Carried.

### **FY 2012-2015 TIP Amendment: Hampton Roads Transit**

Ms. Keisha Branch reported HRT has requested to amend the FY 2012-2015 TIP to transfer \$173,082 in FY 2006 FTA Section 5316 Job Access Reverse Commute (JARC) funds from the HRT Job Access Service Study to the HRT Real-Time Traveler Information System.

Ms. Branch Moved to recommend HRTPO Board approval for the fund transfer request, as well as the associated TIP amendment; seconded by Mr. Jeff Raliski. The Motion Carried.

### **Roadways Serving the Military and Sea-Level/Storm Surge Rise: Final**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff presented the draft Roadways Serving the Military and Sea-Level/Storm Surge Rise to TTAC at its May 1, 2013 meeting. The draft report was available for public review and comment from May 1, 2013 through May 17, 2013. No comments were received.

Mr. Allsbrook Moved to approve the Roadways Serving the Military and Sea-Level/Storm Surge Rise: Final Report; seconded by Mr. Yorks. The Motion Carried.

### **Volumes, Speeds, and Congestion in Hampton Roads: Final**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff presented the draft Volumes, Speeds, and Congestion in Hampton Roads to TTAC at its May 1, 2013 meeting. The draft report was available for public review and comment from May 1, 2013 through May 15, 2013. No comments were received.

Mr. Robert Gey Moved to approve the Volumes, Speeds, and Congestion in Hampton Roads: Final Report; seconded by Mr. Phil Pullen. The Motion Carried.

### **Congestion Management Process – The State of Transportation in Hampton Roads: Final**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff presented the draft State of Transportation in Hampton Roads to TTAC at its April 3, 2013 meeting. The draft report was available for public review and comment from April 3, 2013 through May 1, 2013. No comments were received.

Mr. Allsbrook Moved to approve the State of Transportation in Hampton Roads: Final Report; seconded by Mr. Stringfield. The Motion Carried.

## **Hampton Roads Regional Travel-Time Reliability Study: Draft**

Mr. Keith Nichols, HRTPO Senior Transportation Engineer, reported that in recent years, new technologies have been created that collect travel time and speed data on a continuous basis. One source of such data, provided by INRIX, has been purchased by VDOT and provided to Metropolitan Planning Organizations throughout the state.

HRTPO staff has used this archived travel time and speed data to determine roadway congestion levels throughout Hampton Roads. It has been determined that for a regional roadway network, the level of consistency and dependability in travel times is just as important as the average level of congestion.

This report uses the INRIX travel time and speed data to examine the travel time reliability, which is defined as how much travel times vary over the course of time, as measured from day to day or across different times of the day, of the regional roadway network.

Mr. Nichols stated HRTPO staff will incorporate travel time reliability data into both the Project Prioritization Process and the Congestion Management Process.

The draft version of the Hampton Roads Regional Travel-Time Reliability Study report will be made available for public review and comment from June 5, 2013 through June 19, 2013. HRTPO staff intends to request approval of the final report at the July 2013 TTAC meeting.

Chair King asked what vehicles provided GPS data to the INRIX system. Mr. Nichols replied that fleet vehicles, such as trucks and taxis are equipped with the INRIX devices. Any vehicle driven by an individual who has downloaded the INRIX app is now a probe vehicle. Mr. Nichols added that there are 2-3 million vehicles that INRIX receives information from to develop its data.

Mr. Tom Slaughter inquired as to the accuracy of INRIX data. Mr. Nichols replied the University of Maryland has conducted studies of INRIX and has found the data to be within 2%-3% of actual speeds.

## **FY 2014-2019 Six-Year Improvement Program: Draft**

Ms. Jessica Nappi, HRTPO Senior Transportation Analyst, reported that the Virginia Department of Transportation (VDOT) and Virginia Department of Rail and Public Transportation (DRPT) presented the draft FY 2014-2019 Six-Year Improvement Program (SYIP) to the Commonwealth Transportation Board (CTB) at its May 15, 2013 meeting. The draft SYIP allocates \$15.4 billion, a \$4 billion increase, in funding to transportation improvements over the next six fiscal years beginning July 1, 2013.

The SYIP is updated annually and is the means by which the CTB meets its statutory obligation to allocate funds to interstate, primary and urban highway systems, rail, public transportation, airports, ports, and other programs for the immediate fiscal year. The SYIP also identifies planned program funding for the subsequent five fiscal years.

The draft six-year program funding breakdown, including additional funding for Hampton Roads is below:

- VDOT (Highways and Bridges) – \$11.1 billion (\$2.1 billion increase)
- DRPT (Rail and Public Transportation) – \$3.0 billion (\$0.6 billion increase)
- HRTPO (Hampton Roads Transportation Fund) – \$1.3 billion (HB2313 “Regional Component Fund”)

A comparison of the FY 2013-2018 SYIP versus the draft FY 2014-2019 SYIP for total funding allocations for all systems revealed a 2.1% decrease in funding for the Hampton Roads District.

Highlights of the Virginia Department of Rail and Public Transportation’s (DRPT) FY2014-2019 draft allocations include:

- \$43.8 million for Intercity Passenger Rail Operations and Capital (IPROC) – Beginning in FY 2014
- \$79.9 million for the improvements to the Norfolk Amtrak service to accommodate two more trains
- 27% increase in annual revenues to the Mass Transit Trust Fund

Ms. Nappi stated VDOT is holding a public hearing on June 5, 2013 at the Chesapeake Conference Center at 6:00 p.m. She encouraged the TTAC members to review the draft SYIP and submit comments to VDOT as soon as possible.

Dr. Ravanbakht commented that HRTPO staff reviewed the 2% decrease in overall SYIP funding for the region and discovered that Route 460 funding was not included in the Hampton Roads District and therefore, some of the decrease is accounted for in that project. She indicated that a meeting has been scheduled for next week between HRTPO staff, Mr. Aubrey Layne, CTB Member, and VDOT Programming staff to discuss the decrease.

### **HRTPO Board May Retreat: Status**

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

Mr. Farmer 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 noted that 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. Danker suggested each project planned for the future should have a multimodal portion incorporated into it; rather than listing it as an option. Mr. Farmer replied a multimodal option is included in the Record of Decision (ROD) for the Third Crossing at a cost of \$1 billion.

### **Revised CMAQ & RSTP Allocations – FY 2014-2019**

Dr. Camelia Ravanbakht, HRTPO Executive Director reported that in an email message dated May 29, 2013, Mr. Steve Rowan, Hampton Roads District PIM Director, provided HRTPO staff with the final budget figures for the FY 2014–2019 Six-Year Improvement Program (SYIP) and noted additional reductions in CMAQ and RSTP marks from what was provided in the draft figures released in March 2013. The additional reductions are summarized on the next page:

### RSTP Adjustments by Fiscal Year

FY 14 (Reduction of \$39,849 includes match)

FY15 – FY19 (Reduction of \$20,015 each year, includes state match)

Total Reduction for Six-Year Period = \$139,924 (includes state match)

### CMAQ Adjustments by Fiscal Year

FY 14 (Reduction of \$26,877 includes match)

FY15 – FY19 (Reduction of \$13,497 each year, includes state match)

Total Reduction for Six-Year Period = \$94,362 (includes state match)

Dr. Ravanbakht stated that HRTPO staff coordinated with staff from Hampton, Newport News, and Virginia Beach to address the necessary reductions in RSTP allocations.

Dr. Ravanbakht indicated HRTPO staff is recommending that the TRAFFIX program reduce its allocations by the amount needed in order to make up for the deficient. In the original CMAQ and RSTP reductions, the TRAFFIC program remained untouched. She noted that HRT staff has agreed to this solution.

Mr. Danker asked if TTAC members could view the updated CMAQ and RSTP allocations. Dr. Ravanbakht replied the updated spreadsheet would be emailed to TTAC this afternoon.

Mr. Yorks Moved to recommend HRTPO Board approval of the HRTPO staff recommendation with regards to the revised CMAQ and RSTP allocations; seconded by Ms. Jackie Kassel. The Motion Carried.

### **Three-Month Tentative Schedule**

Chair King outlined the Three-Month Tentative Schedule for TTAC.

### **For Your Information**

Chair King highlighted the items in the For Your Information section of the agenda packet and noted the TRAFFIX Oversight Subcommittee will meet directly following the TTAC meeting in Room D.

### **Announcements**

Chair King acknowledged the written announcements in the agenda packet.

### **Old/New Business**

There was no old/new business.

### **Adjournment**

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:14 a.m.