Hampton Roads
Transportation Planning Organization
Board Meeting
June 20, 2013
The Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia

10:30 am 1. Call to Order
2. Approval of Agenda

WORKSHOP AGENDA

10:35 am 3. Commonwealth Transportation Board Members Comments and Updates
4. Department of Rail and Public Transportation Comments and Updates
5. Military Liaisons Comments and Updates
6. HRTPO Legislative Ad-Hoc Committee: Next Steps
7. Memoranda of Agreement: Franklin, Southampton, and Surry
8. I-64 Peninsula Widening: HRTPO Preferred Alternative
9. Hampton Roads Crossing: HRTPO Preferred Alternative

MEETING AGENDA

12:00 pm 10. Public Comment Period (*limit 3 minutes per individual*)
11. Submitted Public Comments
12. Approval of Consent Items
   A. Minutes
   B. HRTPO Financial Statement
   C. CMAQ/RSTP Fund Transfer Request: Gloucester and Hampton Roads Transit
   D. CMAQ/RSTP Fund Transfer Request: James City
   E. CMAQ/RSTP Fund Transfer Request: Hampton
   F. CMAQ/RSTP Fund Transfer Request: Suffolk
   G. Revised CMAQ & RSTP FY 2014-2019 Allocations
   H. FY 2012-2015 TIP Amendment: Coordinated Public Transit
   I. FY 2012-2015 TIP Amendment: Hampton Roads Transit
   J. FY 2013 HRTPO Budget Amendment
   K. Volumes, Speeds, and Congestion on Major Roadways in Hampton Roads: Final Report
   M. Memoranda of Agreement: Franklin, Southampton, and Surry
   N. I-64 Peninsula Widening: HRTPO Preferred Alternative – Resolution
   O. HRTPO Citizen Transportation Advisory Committee: Membership
   P. Hampton Roads Crossing: HRTPO Preferred Alternative – Resolution

13. HRTPO Board Three-Month Tentative Schedule
14. Correspondence of Interest
15. Minutes of the HRTPO Board Committees
16. For Your Information
17. Old/New Business

12:30 pm ADJOURNMENT
ITEM #1: CALL TO ORDER

The meeting is scheduled to be called to order by the Chair at 10:30 a.m.

ITEM #2: APPROVAL OF AGENDA

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires consideration by the HRTPO Board should be submitted at this time for consideration under “Old/New Business”.

ITEM #3: COMMONWEALTH TRANSPORTATION BOARD MEMBERS COMMENTS AND UPDATES

Members of the Commonwealth Transportation Board are invited to address the HRTPO Board.

ITEM #4: DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION COMMENTS AND UPDATES

Representatives of the Virginia Department of Rail and Public Transportation are invited to provide comments and updates to the HRTPO Board.

ITEM #5: MILITARY LIAISONS COMMENTS AND UPDATES

Military liaisons are invited to provide comments and updates to the HRTPO Board.
ITEM #6: HRTPO LEGISLATIVE AD-HOC COMMITTEE: NEXT STEPS

At its May Retreat, the HRTPO Board was briefed on the regional transportation needs, additional revenues generated from the HB2313 legislation, and strategies on how to maximize HB2313 “regional” component funds to fund regional projects, as well as the ongoing coordination between the Commonwealth and HRTPO on the revenue collection, distribution process, programming, and reporting of the HB2313 “regional” component funds, and its associated Memorandum of Agreement between VDOT and the HRTPO Board currently under development by VDOT. In addition, Mr. Peter Huber from Willcox & Savage and Mr. Sergio Masvidal from PFM Group, Inc. briefed the HRTPO Board on the potential policy and financial strategies the HRTPO can take regarding the HB2313 “regional” component funds.

The HRTPO Legislative Ad-Hoc Committee has been scheduled to reconvene to discuss and advise the HRTPO Board on the potential policy strategies the HRTPO could pursue to maximize the HB2313 “regional” component funds.

The HRTPO Board Chair is requesting two volunteers/elected officials from the HRTPO Board to sit in for Mayor Linda Johnson and Mayor McKinley Price at the upcoming June 27, 2013 9:00 a.m. Committee meeting.
ITEM #7: MEMORANDA OF AGREEMENT: FRANKLIN, SOUTHAMPTON, AND SURRY

Attached is a letter from Secretary Sean T. Connaughton, dated April 4, 2013, to the HRTPO Executive Director regarding the regional taxes found in HB2313 (Attachment 7-A). The Governor recommended, and the General Assembly approved, amendments to redefine their applicability. Specifically, rather than the regional taxes only applying in certain named localities, the amendments broaden the applicability to any Planning District that meets certain population, registered vehicle, and transit ridership criteria. Numerous technical changes were also made to ensure that associated language reflected these changes, such as requiring that revenues deposited into the Hampton Roads Transportation Fund be used on projects in all regions of Planning District 23.

The legislation will impose taxes on 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.

The Secretary suggests two possible alternatives:

“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.”

At the May 16, 2013 Retreat, the HRTPO staff recommended approving an interim agreement among 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 HB2313. During the May Retreat, the affected localities provided feedback to the HRTPO Board on how they would like to proceed:

- The City of Franklin and Southampton County have provided the HRTPO approval to enter into an MOA (Attachment 7-B).
- Surry County requested deferment of action on their MOA as they are awaiting feedback from the Secretary of Transportation.

The attached individual MOAs between each affected locality and the HRTPO (Attachments 7-C, 7-D, and 7-E) are under the Consent Agenda for approval; see Item #12-M.

Mr. Dwight Farmer, Executive Director, will brief the HRTPO Board on this item.

Attachment 7-A
Attachment 7-B
Attachment 7-C
Attachment 7-D
Attachment 7-E
Dwight L. Farmer  
Executive Director  
Hampton Roads Transportation Planning Organization  
723 Woodlake Drive  
Chesapeake, VA 23320

Dear Mr. Farmer:

As you are aware, this past General Assembly session, the legislature reached an historic, bi-partisan compromise to provide much needed revenues to address the Commonwealth’s transportation funding challenges. While much of the legislation (HB2313) focuses on addressing statewide transportation needs, certain provisions impact the Hampton Roads region and the Hampton Roads Transportation Planning Organization (HRTPO). I write to request the HRTPO have in place by July 1, 2013, a process to ensure that all the localities of the Hampton Roads Planning District have a vote on the planning, programming and funding of projects supported by HB2313 revenues.

The Conference Report for HB2313, as adopted by the General Assembly, imposed an additional 0.7 percent sales and use tax, as well as an additional 2.1% sales tax on motor fuel, in the Hampton Roads region. The Hampton Roads region was defined as those localities embraced by the HRTPO. Revenues generated by these taxes were to be deposited in the Hampton Roads Transportation Fund and used on road projects within the localities where the taxes were imposed.

Based on legal concerns regarding these regional taxes, the Governor recommended, and the General Assembly approved, amendments to redefine their applicability. Specifically, rather than the regional taxes only applying in certain named localities, the amendments broaden the applicability of the taxes to any Planning District that meets certain population, registered vehicle, and transit ridership criteria. Numerous technical changes were also made to ensure that associated language reflected these changes, such as requiring that revenues deposited into the Hampton Roads Transportation Fund be used on projects in all regions of Planning District 23.

While these amendments strengthened the constitutionality of the legislation, the enumerated criteria set forth in the legislation will impose the regional transportation taxes on three localities that are members of the Hampton Roads Planning District Commission but not
currently members of the HRTPO. Specifically, Planning District 23 includes the County of Southampton, the City of Franklin and the County of Surry, which are not members of the HRTPO.

Consequently, the HRTPO must develop and implement a method to ensure that Southampton, Franklin and Surry have a vote on the planning, programming and funding of projects supported by HB2313 revenues. We assume that as a practical matter, inclusion of these additional jurisdictions should not be difficult. The Hampton Roads Transportation Planning Organization and the Hampton Roads Planning District Commission have generally the same localities as members and work hand in hand to achieve the long-term planning goals for the region. In addition, both organizations share the same offices and staff, with you serving as the Executive Director for both entities.

Given this, we believe that the HRTPO could quickly 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 HB2313 revenues. As an alternative, the HRTPO could amend the boundaries of the HRTPO to include Southampton, Franklin and Surry. It is my understanding that such a change requires the approval of the Federal Highway Administration and the Federal Transit Administration. We are committed to working with you to effectuate such an amendment, if that is the desired course of action.

Since a workable solution needs to be in place on or about July 1, 2013, which is the date on which revenues will begin to accrue to the Hampton Roads Transportation Fund, we request that the HRTPO immediately begin the process of providing Franklin, Southampton and Surry representation and voting rights for the non-members on matters involving the planning, programming and funding of projects supported by HB2313 revenues. The transportation challenges facing the Hampton Roads region are among the most severe in the Commonwealth. The new regional revenues will go a long way to helping address these challenges and improving the region’s economic competitiveness and quality of life. However, in implementing the new revenue streams, it is imperative that we ensure that every locality wherein the revenues are generated has a seat at the table in deciding how the revenues are spent.

I look forward to working with the HRTPO and the local governments in Hampton Roads as we address this critical issue. Please do not hesitate to contact me at your convenience if you would like to further discuss this matter.

Sincerely,

Sean T. Connaughton
April 25, 2013

Mr. Dwight L. Farmer
Executive Director
Hampton Roads Planning District Commission
723 Woodlake Drive
Chesapeake, Va. 23320

Dear Dwight:

On Monday April 22, 2013, the Franklin City Council unanimously authorized execution of a Memorandum of Agreement (MOA) between the City and the Hampton Roads Transportation Planning Organization (HRTPO) which guarantees representation and voting rights to the city as a non-member locality "on matters involving the planning, programming and funding of projects supported by the HB 2313 revenue". The legislation imposes taxes on the City of Franklin as a member of the Hampton Roads Planning District 23 despite the fact that the City is not currently a member of the HRTPO. The MOA will on at least an interim basis ensure that the City businesses and residents are not taxed without the opportunity to be included in discussion on the use of the new revenue generated by the taxes and for the City to be a beneficiary of the projects funded by the revenues as required by the legislation.

Transportation Secretary Sean Connaughton was clear in his communication to you dated April 4, 2013 that "the HRTPO must develop and implement a method to ensure that Southampton (County), Franklin and Surry (County) have a vote on these matters. In his communication dated April 2, 2013, to Mike Johnson, Southampton County Administrator, he stated "This can be done administratively, and options include adding Southampton and the other jurisdictions to be full or partial members of the TPO. To ensure your projects are eligible for funding, we amended HB2313 to read: 'The Hampton Roads Transportation Planning Organization shall give priority to those projects that are expected to prove the greatest impact on reducing congestion and shall ensure that the moneys shall be used for such construction projects in all localities comprising Planning District 23.' The interim MOA is expected to accomplish the required action until longer terms options are evaluated and pursued.

City of Franklin officials look forward to participating in upcoming discussions on this topic and encourage the HRTPO Board to likewise endorse execution of the MOA as soon as possible to allow the City of Franklin and other affected municipalities to get involved in the process before the HB 2313 taxes are imposed effective July 1, 2013, and decisions are made on the use of funds. In closing, thank you for your leadership on this important matter and for prompt action to bring this before the HRTPO for consideration.

Sincerely,
R. Randy Martin
Franklin City Manager
May 6, 2013

Mr. Dwight L. Farmer  
Executive Director/Secretary  
Hampton Roads TPO  
723 Woodlake Drive  
Chesapeake, VA 23320  

RE: Interim MOA

Dear Mr. Farmer:

In regular session on April 22, 2013, the Southampton County Board of Supervisors authorized me to execute the interim Memorandum of Agreement with one editorial revision in the third paragraph. They have requested this paragraph to read as follows:

"WHEREAS, HB 2313 imposes certain new and increased taxes in those cities, counties and towns comprising Virginia Planning District 23 that will be deposited into the Fund, and requires that monies in the Fund be used for transportation projects in all regions localities of that Planning District 23; and"

I trust the HRTPO will favorably consider the proposed revision and further authorize you to execute the MOA on their behalf.

With kind regards, I remain

Sincerely,

Michael W. Johnson  
County Administrator
Memorandum of Agreement  
Between  
The Hampton Roads Transportation Planning Organization  
And  
The City of Franklin

This Memorandum of Agreement is executed as of _____________, 2013, by and among the Hampton Roads Transportation Planning Organization (“HRTPPO”) and the City of Franklin, Virginia (“Franklin”). Franklin is sometimes hereinafter referred to as “the Locality.”

WHEREAS, Chapter 766, 2013 Virginia Acts of Assembly, effective July 1, 2013, codifies the enactment of HB2313, establishing new revenues for transportation projects, a portion of which will be deposited to a newly established Hampton Roads Transportation Fund (the “Fund”) to be expended for projects in the Hampton Roads area; and

WHEREAS, HB2313 imposes certain new and increased taxes in those cities, counties and towns comprising Virginia Planning District 23 that will be deposited into the Fund, and requires that monies in the Fund be used for transportation projects in all regions of that Planning District 23; and

WHEREAS, the Locality is within Planning District 23 but not within the designated Hampton Roads Metropolitan Planning Area or members of the HRTPO, which is designated by HB2313 to identify those transportation projects for which monies in the Fund may be expended, and

WHEREAS, the Commonwealth of Virginia and the parties hereto desire to establish a mechanism by which the Locality will be entitled to vote on the planning, programming and funding of projects supported by HB2313 revenues.

NOW, THEREFORE, the parties hereby agree as follows:

1. Effective July 1, 2013, the Locality shall be entitled to one vote at meetings of the HRTPO on any matter involving the planning, programming and funding of projects supported by HB2313 revenues.

2. The Locality shall appoint one individual to represent it, and exercise the right of the Locality to vote, on the designated matters before the HRTPO. The representative shall be an elected official appointed by the governing body of the City. The Locality shall designate an alternate authorized to act in the absence of the appointed representative of the Locality, who shall also be an elected official.
3. The representatives of the Locality shall be invited to attend all meetings of the HRTPO, shall be given notice thereof, shall be allowed to participate in the discussions of the HRTPO, and shall be given all communications given by the HRTPO to the voting representatives of the HRTPO members.

4. This Agreement may be amended or revoked only by further written instrument executed by all parties hereto. This Agreement shall remain in effect until such time as it is revoked by the parties hereto.

In Witness Whereof, the parties have caused this Memorandum of Agreement to be executed by their duly authorized officers as of the date first set forth above.

Hampton Roads Transportation Planning Organization

By:__________________________________________
Chair

City of Franklin

By:__________________________________________
Title:
Memorandum of Agreement
Between
The Hampton Roads Transportation Planning Organization
And
The County of Southampton

This Memorandum of Agreement is executed as of _____________, 2013, by and among the Hampton Roads Transportation Planning Organization ("HRTPO") and the County of Southampton, Virginia ("Southampton"). Southampton is sometimes hereinafter referred to as “the Locality.”

WHEREAS, Chapter 766, 2013 Virginia Acts of Assembly, effective July 1, 2013, codifies the enactment of HB2313, establishing new revenues for transportation projects, a portion of which will be deposited to a newly established Hampton Roads Transportation Fund (the “Fund”) to be expended for projects in the Hampton Roads area; and

WHEREAS, HB2313 imposes certain new and increased taxes in those cities, counties and towns comprising Virginia Planning District 23 that will be deposited into the Fund, and requires that monies in the Fund be used for transportation projects in all regions of that Planning District 23; and

WHEREAS, the Locality is within Planning District 23 but not within the designated Hampton Roads Metropolitan Planning Area or members of the HRTPO, which is designated by HB2313 to identify those transportation projects for which monies in the Fund may be expended, and

WHEREAS, the Commonwealth of Virginia and the parties hereto desire to establish a mechanism by which the Locality will be entitled to vote on the planning, programming and funding of projects supported by HB2313 revenues.

NOW, THEREFORE, the parties hereby agree as follows:

1. Effective July 1, 2013, the Locality shall be entitled to one vote at meetings of the HRTPO on any matter involving the planning, programming and funding of projects supported by HB2313 revenues.

2. The Locality shall appoint one individual to represent it, and exercise the right of the Locality to vote, on the designated matters before the HRTPO. The representative shall be an elected official appointed by the governing body of the County. The Locality shall designate an alternate authorized to act in the absence of the appointed representative of the Locality, who shall also be an elected official.
3. The representatives of the Locality shall be invited to attend all meetings of the HRTPO, shall be given notice thereof, shall be allowed to participate in the discussions of the HRTPO, and shall be given all communications given by the HRTPO to the voting representatives of the HRTPO members.

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In Witness Whereof, the parties have caused this Memorandum of Agreement to be executed by their duly authorized officers as of the date first set forth above.

Hampton Roads Transportation Planning Organization

By: ________________________________
Chair

County of Southampton

By: ________________________________
Title:
Memorandum of Agreement
Between
The Hampton Roads Transportation Planning Organization
And
The County of Surry

This Memorandum of Agreement is executed as of __________, 2013, by and among the Hampton Roads Transportation Planning Organization ("HRTPO") and the County of Surry, Virginia ("Surry"). Surry is sometimes hereinafter referred to as "the Locality."

WHEREAS, Chapter 766, 2013 Virginia Acts of Assembly, effective July 1, 2013, codifies the enactment of HB2313, establishing new revenues for transportation projects, a portion of which will be deposited to a newly established Hampton Roads Transportation Fund (the "Fund") to be expended for projects in the Hampton Roads area; and

WHEREAS, HB2313 imposes certain new and increased taxes in those cities, counties and towns comprising Virginia Planning District 23 that will be deposited into the Fund, and requires that monies in the Fund be used for transportation projects in all regions of that Planning District 23; and

WHEREAS, the Locality is within Planning District 23 but not within the designated Hampton Roads Metropolitan Planning Area or members of the HRTPO, which is designated by HB2313 to identify those transportation projects for which monies in the Fund may be expended, and

WHEREAS, the Commonwealth of Virginia and the parties hereto desire to establish a mechanism by which the Locality will be entitled to vote on the planning, programming and funding of projects supported by HB2313 revenues.

NOW, THEREFORE, the parties hereby agree as follows:

1. Effective July 1, 2013, the Locality shall be entitled to one vote at meetings of the HRTPO on any matter involving the planning, programming and funding of projects supported by HB2313 revenues.

2. The Locality shall appoint one individual to represent it, and exercise the right of the Locality to vote, on the designated matters before the HRTPO. The representative shall be an elected official appointed by the governing body of the County. The Locality shall designate an alternate authorized to act in the absence of the appointed representative of the Locality, who shall also be an elected official.
3. The representatives of the Locality shall be invited to attend all meetings of the HRTPO, shall be given notice thereof, shall be allowed to participate in the discussions of the HRTPO, and shall be given all communications given by the HRTPO to the voting representatives of the HRTPO members.

4. This Agreement may be amended or revoked only by further written instrument executed by all parties hereto. This Agreement shall remain in effect until such time as it is revoked by the parties hereto.

In Witness Whereof, the parties have caused this Memorandum of Agreement to be executed by their duly authorized officers as of the date first set forth above.

Hampton Roads Transportation Planning Organization

By:__________________________________________
Chair

County of Surry

By:__________________________________________
Title:
ITEM #8: I-64 PENINSULA WIDENING: HRTPO PREFERRED ALTERNATIVE

At its May Retreat, Mr. Mike Estes, VDOT Director of Strategic Initiatives, briefed the HRTPO Board on the VDOT strategies to effectively utilize funding from HB2313 to provide intermediate relief as well as ensure a cost effective and efficient implementation plan on the widening of I-64 on the Peninsula. To complement the State’s initiative to provide an interim solution to the I-64 Peninsula corridor, the Draft FY 2014-2019 Six-Year Improvement Program includes $100 million for I-64 Capacity Improvements from Newport News to Williamsburg. Per the HRTPO Board’s request, VDOT has submitted additional technical information regarding the benefits of this interim solution (Attachment 8-A).

After HRTPO Board discussion on VDOT’s briefing of I-64 Peninsula Widening at the May Retreat, Mr. Dwight Farmer indicated a resolution would be brought to the HRTPO Board at its June 2013 meeting for consideration and approval on the HRTPO preference of the VDOT 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding.

A resolution (Attachment 8-B):

- Endorsing VDOT’s 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction (with the application of Context Sensitive Design, such as including landscaping between the medium barriers, if lanes are added in the existing Median) for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding;
- Endorsing VDOT’s recommended approach to aggressively pursue and complete the 6-Lane Segment 1 (Jefferson Avenue/Exit 255 to Fort Eustis Boulevard/Exit 250);
- Endorsing VDOT’s recommended approach to develop a strategy to fund the 6-Lane Segment 2 (Fort Eustis Boulevard/Exit 250 to Humelsine Parkway/Exit 242); and
- Endorsing VDOT’s recommended approach to develop a strategy to fund interim improvements at the Fort Eustis Boulevard interchange.

is attached and is included under Consent Agenda Item #12-N for HRTPO Board approval.

Mr. Dwight Farmer, Executive Director, will brief the HRTPO Board on this item.

Attachment 8-A
Attachment 8-B
Options Summary for Segments I & II - Jefferson to Humelsine

<table>
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<tr>
<th>Segment</th>
<th>Option</th>
<th>Cost</th>
<th>2025 V/C</th>
<th>2025 LOS</th>
<th>2040 V/C</th>
<th>2040 LOS</th>
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<td>Seg. 1: Exit 255 to Exit 250</td>
<td>No-Build</td>
<td>$0</td>
<td>0.88-1.00</td>
<td>E-F</td>
<td>1.03-1.15</td>
<td>F</td>
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<td></td>
<td>Option 1: 6 Lane</td>
<td>$100 m</td>
<td>0.62-0.70</td>
<td>C-D</td>
<td>0.75-0.83</td>
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<tr>
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<td>Option 2: 8 Lane</td>
<td>$220 m</td>
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<td>B-C</td>
<td>0.56-0.63</td>
<td>C</td>
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<tr>
<td></td>
<td>Option 3: Managed Shoulders¹</td>
<td>$60 m</td>
<td>0.68-0.96</td>
<td>C-F</td>
<td>0.83-1.10</td>
<td>D-F</td>
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<tr>
<td>Seg. 2: Exit 250 to Exit 242</td>
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<td>$0</td>
<td>0.59-0.94</td>
<td>C-F</td>
<td>0.65-1.07</td>
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<td>Option 3: Managed Shoulders¹</td>
<td>$65 m</td>
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<td>C-D</td>
<td>0.62-0.87</td>
<td>C-E</td>
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</tbody>
</table>

¹ Shoulder lanes tentatively open to traffic weekdays 6-8 AM (EB) and 4-6 PM (WB) – reverse of I-264 shoulder lanes. Weekend shoulder lane usage/hours during summer peak season would be at VDOT’s discretion.

- Ft. Eustis Interchange improvements are required for Segment 1 / Option 2, and the cost of interim improvements ($40 m) is included in the Option 2 estimate of $220 m.
- Ft. Eustis Interchange improvements alleviate congestion at one interchange while Option 1 provides 12 lane-miles of additional capacity on mainline I-64 in Segment 1 and another 16 lane-miles in Segment 2. The additional capacity on I-64 results in improved traffic flow conditions through four existing interchanges on both weekdays and weekends.

**Recommended Approach:**
1. Move aggressively with Option 1 in Segment 1 (funded via HB2313)
2. Develop strategy to fund Option 1 in Segment 2
3. Develop strategy to fund interim improvements at Ft. Eustis Interchange
A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION ENDORSING VDOT'S 6-LANE OPTION SEGMENTS 1 AND 2 (JEFFERSON AVENUE/EXIT 255 TO HUMELSINE PARKWAY/EXIT 242) WITH ONE ADDITIONAL LANE IN EACH DIRECTION (WITH THE APPLICATION OF CONTEXT SENSITIVE DESIGN, SUCH AS INCLUDING LANDSCAPING BETWEEN THE MEDIUM BARRIERS IF LANES ARE ADDED IN THE EXISTING MEDIAN) FOR IMMEDIATE AND INTERMEDIATE CONGESTION RELIEF ON THE CONDITION THAT THIS PREFERENCE WOULD NOT PRECLUDE THE I-64 PENINSULA 8-LANE EXPANSION OR FUTURE ASSOCIATED FUNDING.

WHEREAS, the I-64 Peninsula Study area is a 75 mile long segment of I-64, from I-95 (Exit 190) in Richmond to I-664 (Exit 264) in Hampton;

WHEREAS, the I-64 Peninsula Study was documented in a Draft Environmental Impact Statement (DEIS) in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and approved by the Federal Highway Administration (FHWA) on October 24, 2012;

WHEREAS, the alternatives retained for detailed analysis in the DEIS include a No-Build Alternative and five separate highway Build Alternatives, as follows:

- Alternative 1A: Adding general purpose lanes to the outside of the existing general purpose lanes
- Alternative 1B: Adding general purpose lanes in the median
- Alternative 2A: Adding general purpose lanes to the outside of the existing general purpose lanes and tolling all lanes
- Alternative 2B: Adding general purpose lanes to the median and tolling all lanes
- Alternative 3: Adding managed lanes to the median

WHEREAS, at its March 6, 2013 meeting, the HRTPO Transportation Technical Advisory Committee (TTAC) recommended Alternative 1A as the preferred alternative, with the caveat that Context Sensitive Design be applied, as well as a phased approach (build in fundable segments) for construction of the project;

WHEREAS, the Commonwealth Transportation Board “approved Alternative 1 (a combination of Alternative 1A and 1B) – general purpose widening with the option to widen to the outside or within the median to be determined on a segment-by-segment basis” – as the Preferred Alternative at its April 17, 2013 meeting;

Attachment 8-B
WHEREAS, the Draft FY 2014-2019 Six-Year Improvement Program, released May 15, 2013, includes $100 million for the reconstruction with added capacity to the I-64 corridor from Newport News to Williamsburg; and

WHEREAS, at its May 16, 2013 Retreat, the HRTPO Board expressed a consensus to support the VDOT 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding.

NOW, THEREFORE, BE IT RESOLVED, that the Hampton Roads Transportation Planning Organization endorses VDOT’s 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) with one additional lane in each direction (with the application of Context Sensitive Design, such as including landscaping between the medium barriers if lanes are added in the existing Median) for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding;

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT’s recommended approach to aggressively pursue and complete the 6-Lane Segment 1 (Jefferson Avenue/Exit 255 to Fort Eustis Boulevard/Exit 250);

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT’s recommended approach to develop a strategy to fund the 6-Lane Segment 2 (Fort Eustis Boulevard/Exit 250 to Humelsine Parkway/Exit 242); and

BE IT FINALLY RESOLVED that the Hampton Roads Transportation Planning Organization endorses VDOT’s recommended approach to develop a strategy to fund interim improvements at the Fort Eustis Boulevard interchange.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 20th day of June, 2013.

Molly J. Ward
Chair
Hampton Roads Transportation Planning Organization

Dwight L. Farmer
Executive Director/Secretary
Hampton Roads Transportation Planning Organization
ITEM #9: HAMPTON ROADS CROSSING: HRTPO PREFERRED ALTERNATIVE

On July 16, 1997, the Hampton Roads Metropolitan Planning Organization (HRMPO) unanimously selected Transportation Corridor 9 (see map, Attachment 9-A), also known as the “Third Crossing,” as the Locally Preferred Corridor. The alternative was divided into independent segments, each aiding in the reduction of regional traffic congestion.

On September 18, 1997, the Commonwealth Transportation Board (CTB) passed a resolution which expressed its good faith intent to facilitate and develop the Hampton Roads Transportation Crossing identified as Transportation Corridor 9 (“Third Crossing”).

On July 20, 2000, the CTB voted to identify Candidate Build Alternative 9 (“Third Crossing”) as the approved alternative. The Federal Highway Administration approved the Final Environmental Impact Statement (EIS) on March 1, 2001 and issued a Record of Decision on June 4, 2001. The Third Crossing was made up of independent segments and, as stated in the 2001 Final EIS, can be constructed in phases.

The Hampton Roads Bridge-Tunnel has separately built structures; the original, now westbound, opened on November 1, 1957; and the eastbound structure opened on June 3, 1976. As expressed by VDOT Chief Deputy Commissioner during the May 2013 Retreat, the rehabilitation of the Hampton Roads Bridge-Tunnel will need to be addressed.

The Congestion Pricing concept has been presented to and discussed by the HRTPO Board during the past few years. During the May 2013 Retreat, the HRTPO Executive Director presented information to the HRTPO Board indicating that tolling at the Hampton Roads Bridge-Tunnel and Monitor Merrimac Memorial Bridge-Tunnel could potentially reduce congestion in the short-term at these facilities while long-term project decisions are being evaluated.

A resolution (Attachment 9-B):

- reaffirming the HRMPO action of July 16, 1997 to endorse constructing Transportation Corridor 9 (“Third Crossing”) in phases;
- endorsing the continued maintenance and enhancement of the existing Hampton Roads Bridge-Tunnel lanes and tunnels; and
- endorsing the study of the feasibility and possible implementation of congestion pricing on the Hampton Roads Bridge Tunnel and the Monitor Merrimac Memorial Bridge-Tunnel.

is attached and is included under the Consent Agenda Item 12-P for HRTPO Board approval.

Attachment 9-A
Attachment 9-B
A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION REAFFIRMING THE HRMPO ACTION OF JULY 16, 1997 TO ENDORSE CONSTRUCTING TRANSPORTATION CORRIDOR 9 (“THIRD CROSSING”) IN PHASES.

WHEREAS, the Hampton Roads Third Crossing Study was initiated in late 1993 to investigate methods of improving accessibility, mobility, and goods movement in the Hampton Roads metropolitan area to help relieve the congestion that occurs at the existing I-64 Hampton Roads Bridge-Tunnel;

WHEREAS, the benefits of a Third Crossing include:

- Reducing congestion in the Hampton Roads Bridge-Tunnel
- Addressing existing and future origin and destination patterns
- Improving total mobility across Hampton Roads
- Providing new access to Norfolk International Terminals and Naval Base
- Improving access to the Newport News Marine Terminal and Newport News Shipbuilding and Drydock Company
- Improving access to the Portsmouth Marine Terminal and Portsmouth Naval facilities
- Connecting to existing expressways on the Peninsula and Southside

WHEREAS, at its July 16, 1997 meeting, the Hampton Roads Metropolitan Planning Organization (MPO) recommended Transportation Corridor 9 (“Third Crossing”) as the Locally Preferred Corridor;

WHEREAS, at its meeting on September 18, 1997, the Commonwealth Transportation Board (CTB) passed a resolution which expressed its good faith intent to facilitate and develop the Hampton Roads Transportation Crossing identified as Transportation Corridor 9 (“Third Crossing”);

WHEREAS, at its meeting on July 20, 2000, the CTB voted to identify Candidate Build Alternative 9 (“Third Crossing”) as the approved alternative;

WHEREAS, the Federal Highway Administration on March 1, 2001 approved the Final Environmental Impact Statement and identified Candidate Build Alternative 9 (“Third Crossing”) as the Preferred Alternative;

WHEREAS, the Federal Highway Administration issued a Record of Decision on June 4, 2001;
WHEREAS, the Third Crossing was made up of independent segments and, as stated in the 2001 FEIS, can be constructed in phases;

WHEREAS, the Hampton Roads Bridge-Tunnel will require ongoing maintenance and enhancements to maximize its useful life and utility; and

WHEREAS, congestion pricing tolling on the Hampton Roads Bridge-Tunnel and the Monitor Merrimac Memorial Bridge-Tunnel could potentially reduce congestion in the short term and provide important data that would assist in making long term project decisions for the Hampton Roads region.

NOW, THEREFORE, BE IT RESOLVED, that the Hampton Roads Transportation Planning Organization reaffirms the HRMPO action of July 16, 1997 to endorse constructing Transportation Corridor 9 (“Third Crossing”) in phases;

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization endorses the continued maintenance and enhancement of the existing Hampton Roads Bridge-Tunnel lanes and tunnels; and

BE IT FINALLY RESOLVED that the Hampton Roads Transportation Planning Organization endorses the study of the feasibility and possible implementation of congestion pricing on the Hampton Roads Bridge-Tunnel and the Monitor Merrimac Memorial Bridge-Tunnel.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 20th day of June, 2013.

______________________________  _______________________________
Molly J. Ward                    Dwight L. Farmer
Chair                           Executive Director/Secretary
Hampton Roads Transportation    Hampton Roads Transportation
Planning Organization           Planning Organization
ITEM #10: PUBLIC COMMENT PERIOD

Members of the public are invited to address the HRTPO Board. Each speaker is limited to three minutes.

ITEM #11: SUBMITTED PUBLIC COMMENTS

One public comment has been submitted. Any new written public comments will be distributed as a handout at the meeting.

Attachment 11
Dear Mayor Ward and Mr. Farmer,

I am requesting that the HRTPO perform, or commission a new cost comparison study between the competing concepts of Patriots Crossing and of the concepts that are intended to increase the capacity of the Hampton Roads Bridge-Tunnel.

I am also requesting a traffic congestion study and cost estimate for an alternative HRBT concept that should dramatically reduce construction cost and intrusion on neighboring communities.

I realize that this letter is long and detailed, but I feel it is necessary to explain the logic behind my request. Three minutes a month allotted to public input to the HRTPO does not allow for much detail to be disseminated. Directly after this cover are four detailed sections, briefly explained below:

Cost Comparison Inconsistencies:

My research indicates that the elected members of the HRTPO do not have access to adequate cost data to fairly evaluate the projects that they are being asked to vote upon in the very near future. Cost estimates presented to HRTPO membership do not compare the competing concepts equally or fairly.

Traffic Congestion and HB2313:

At the May 2013 HRTPO meeting several discussions ensued about leveraging HB2313 funds to finance part of the construction of Patriots Crossing, and even the entire Third Crossing concept. Leveraging HB 2313 funds for these projects will remove available funding for local projects in all HRTPO communities. Additionally, Patriots Crossing does not meet the congestion relief requirements of HB2313.

Requested HRBT Congestion Study:

The congestion study I am requesting is intended to level the playing field between the two competing long-term projects. This concept is similar in nature to a request made by then
Delegate, Glenn Oder commenting on the extravagantness of the VDOT HRBT feasibility studies of 2008. Similar requests to study practical solutions to add capacity to the HRBT have been made by Senator John Miller and Delegate John Cosgrove. Those studies to determine the minimum necessary combination to relieve HRBT congestion have never been performed.

**Hampton Roads Crossing Studies:**

Adding capacity to the HRBT was not given a fair representation in the May 2013 HRTPO presentations or in most HRTPO presentations of studies performed during the past decade. This information section delineates pertinent conclusions that have been largely downplayed from several of those studies.

I am not challenging anyone’s veracity or intentions. I am only pointing out that the elected members of the HRTPO need much more information than has been presented to them before they make such a long-term commitment of their constituent’s local tax dollars.

I am not a traffic engineer, but I have been active in Hampton Roads crossing congestion issues since participating in a multi-disciplined Hampton Roads traffic congestion study during my engineering studies at Old Dominion University. I am a Licensed Professional Engineer, a long-term member of the Society of Automotive Engineers and currently serve as vice chairman of the Newport News Transportation Safety Commission.

I retired as an Engineering Manager from Newport News Shipbuilding. I have been intimately involved in several cost estimating programs, including the most complicated construction projects ever undertaken by man - the multi-billion dollar US Aircraft Carriers. I thoroughly understand data acquisition and the cost estimating processes from conceptual, through detail design and construction. Additionally, I have no financial interests in any transportation issues.

I respectfully request that the HRTPO staff, or one or more elected HRTPO members insist that studies be performed to honestly find the most effective way to relieve congestion at the HRBT. This letter should make it clear that the answer is not Patriots Crossing or the Third Crossing.

I am copying this letter to the governing boards of the membership communities of the HRTPO, other elected officials and interested citizens.

Please place this letter in the “Submitted Public Comments” section of the next HRTPO Board Meeting agenda.

Respectfully,

John R. Gergely, PE
449 Winterhaven Dr.
Newport News, VA 23606
(757) 930-3815
gergeley@visi.net
Cost Comparison Inconsistencies:

The HRTPO membership cannot make an educated decision about which long-term projects to pursue without consistent cost analysis data.

The most recently presented cost data is from the March 2013 HRTPO meeting:

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost Range</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patriot’s Crossing</td>
<td>3.1 to 4.2 billion</td>
<td>VDOT</td>
</tr>
<tr>
<td>HRBT</td>
<td>4.4 to 6.7 billion</td>
<td>2012 HRBT EIS Draft</td>
</tr>
</tbody>
</table>

The most prominent cost data that has been available to HRTPO membership prior to the March presentation is that published in the December 2010 HRTPO Prioritization Study:

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost Range</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Third Crossing</td>
<td>5.4 billion</td>
<td>VDOT</td>
</tr>
<tr>
<td>HRBT to 8-lanes</td>
<td>3.5 to 4.5 billion (note 1)</td>
<td>unsolicited proposal</td>
</tr>
<tr>
<td>HRBT to 6-lanes</td>
<td>3 billion</td>
<td>HRTPO “planning level estimate”</td>
</tr>
<tr>
<td>Patriots Crossing</td>
<td>2.9 billion (note 2)</td>
<td>VDOT</td>
</tr>
</tbody>
</table>

Notes:
(1) 4 billion dollars was used in the actual Prioritization Study input data for the 8-lane HRBT.
(2) Patriots Crossing was referred to in the Prioritization Study as, “Third Crossing: East-West Bridge-Tunnel Connector & Craney island Connector”. Although slides show 2.9 billion cost, only 2.13 billion dollars cost was used in the study input data.

The cost estimates above are from several vastly different sources whose assumptions, methods, and goals may have varied widely and cannot be considered as valid for any side-by-side comparison, particularly one so important to the future of Hampton Roads.

The estimates also contain several invalidating inconsistencies. For example, the cost estimate of 3.5 to 4.5 billion in the Prioritization Study for increasing the HRBT to eight-lanes is credited to estimates from unsolicited proposals. These proposals by private, for-profit companies were well publicized in the press when first offered.

An April 11, 2011 article by Debbie Messina in the Virginian-Pilot states that this 3.5 to 4.5 billion in the proposal to add capacity to the HRBT would also include improvements to the Monitor Merrimac Bridge-Tunnel and the James River Bridge. Hardly a minor expense, and certainly not appropriate as a cost comparison.

The six-lane HRBT option cost of 3 billion is credited to an HRTPO staff “planning level estimate”. This is only a 25% cost reduction from the input data used in the Prioritization Study for the 8-lane option. A 25% reduction for an option that deletes half of the additional tunnel lanes, eliminates miles of right-of-way acquisition, and deletes improvements to the M&M and JRB hardly seems believable.

When comparing the cost estimate performed by HRTPO staff for the six-lane HRBT option to the Patriots Crossing estimate prepared by VDOT, it is hard to accept that the two concepts are so similar in estimated cost, 3 billion versus 2.9 billion.
The tunnels for both Patriots Crossing and the HRBT concepts must clear the same channel depth, which should put actual tunnel cost into the same order of magnitude. The validity of the comparison falls apart when one considers the extensive bridge construction required for the two multiple overlapping crossovers required by Patriots Crossing. These multiple overlapping crossovers at the M&MBT and at the intersection to Craney Island will be expensive engineering marvels in their own right.

There are also inconsistencies in December 2010 Prioritization Study scores beyond the total cost estimates discussed above.

The eight-lane HRBT expansion had the overall highest prioritization score of 208. The concept, then named “Third Crossing: East-West Bridge-Tunnel Connector & Craney island Connector” scored only 190, which placed it in 4th place.

Mysteriously in early 2011, an almost identical concept started appearing named Patriots Crossing, with a score of 221. I first saw it at a public meeting in Newport News City Center. When I questioned the HRTPO Deputy Executive Director at the Newport News forum, her reply was that it wasn’t official.

My next introduction to Patriots Crossing was at a presentation the HRTPO Executive Director made to the Isle of Wight County Board. Over and over, I kept hearing that it wasn’t an official scoring. But, it sure was being shopped around as if it were.

The only significant difference I can determine from the descriptions of the Patriots Crossing concept and the original Prioritization Study concept is that Patriots Crossing is missing a reference to “multimodal” service, and a newly added statement at the bottom of the page in light print stating - “assumes 80% funding”.

From where did this mysteriously assumed 80% funding come? Why doesn’t any other concept assume the same funding?

In addition to the assumed 80% funding, this Patriots Crossing concept scoring also included an assumed funding donation from the Virginia Port Authority in the 200 million dollar range. But, at the May 2013 HRTPO meeting the VPA representative said that the promised money had gone to the Route 460 project and the VPA would be hard pressed to supply any more money.

More so, Patriots Crossing was touted as only requiring tolls in the 2-dollar range versus the 4 to 6 dollar tolls expected for the privately funded HRBT expansion. 80% funding goes a long way!

Other inconsistencies in the Prioritization Study involve input data, other than cost estimates. For example, page E46 of the Prioritization Study Appendix E, Input Data penalizes the HRBT for its age, giving it a penalty of 9.68 versus 4.13 for the Third Crossing concepts. This penalty appears to be to discount necessary repairs in the out years.

But, repairs to an aging bridge-tunnel will be required whether capacity is added or not, so shouldn’t be included in the scoring process. That is unless there is an intention to let the HRBT
deteriorate into an unusable state and eventually require all traffic to use the M&M / Third Crossing route.

**Traffic Congestion and HB2313:**

Hampton and Norfolk mayors have expressed concern that the right-of-way acquisition required for an added capacity HRBT would impact neighborhoods in their communities.

The eight-lane HRBT concept of the Prioritization Study and VDOT estimates involves adding lanes from the Hampton Coliseum in Hampton all the way to Wards Corner in Norfolk. This would involve serious impact to neighboring communities and expense. The six-lane tunnel doesn’t impact as much property, but doesn’t relieve congestion as much as the eight-lane tunnel concept.

The study I am requesting is to evaluate and find an option to significantly increase HRBT capacity that is lower in cost and be less intrusive to surrounding communities than previous and current studies. An outline of my request is delineated below, but first I would like to present my reasoning for the study.

Section 33.1-23.5:3 Hampton Roads Transportation Fund Established of HB2313 clearly states that the: “Hampton Roads Transportation Planning Organization shall give priority to those projects that are expected to provide the greatest impact on reducing congestion”

The ability for traffic to readily cross Hampton Roads is the lifeblood of the Hampton Roads region’s commerce and livability. Adding capacity to the Hampton Roads Bridge-Tunnel is the only project that has been shown to clearly relieve congestion in the crossings of Hampton Roads. It is incomprehensible that the HRTPO is even remotely considering using HB2313 funds to finance Patriots Crossing.

Patriots Crossing would have negligible impact on congestion relief, certainly not the “greatest impact” that HB2313 requires. The only possible way that Patriots Crossing can show substantial congestion relief is to toll the HRBT to force traffic onto Patriot’s Crossing without making any improvements to the HRBT. This was suggested in presentations at the May HRTPO meeting.

Tolling the HRBT without improving the HRBT would force commuters to seek other crossings or to not cross at all, negatively impacting area commerce and the regional quality of life. Tolling the HRBT without adding to its capacity would create a citizen’s political uproar that would make previous tolling controversies pale by comparison.

Patriots Crossing does not qualify for HB2313 regionally generated funds because it does not “have the greatest impact on reducing congestion”. Using HB2313 funds for Patriots Crossing may not even withstand a legal challenge. Any attempt to suggest that by tolling the HRBT in order to make Patriots Crossing appear to be a congestion relief project is ingenuous.

Presentations were made at the May 2013 HRTPO meeting, titled “Bonding Capacity to fund the Patriots Crossing” and “Programming Options for HB2313 “Regional” Funds”. The first
presentation was specifically dedicated to an economic analysis of tolling all Hampton Roads crossings to finance Patriots Crossing. The second presentation discussed every possible highway improvement project in Hampton Roads, including the long debunked Third Crossing, except the Hampton Roads Bridge-Tunnel.

In light of the congestion relief requirements of HB2313, I cannot understand why so much emphasis has been so recently placed upon the Patriots Crossing, and it’s ultimate extension, the Third Crossing.

All studies dating from the 1990s thru the most recent presentation at the March 2013 HRTPO meeting by Dr. Camelia Ravanbakht, clearly show that Patriots Crossing does not clear congestion at the area’s most congested artery, the HRBT. At the end of this letter, I have included excerpts and conclusions from those studies that document my assertions.

HRTPO member mayors from Norfolk and Hampton have expressed trepidation to adding capacity to the HRBT, because of the potential impact to their communities. Addition of a full eight-lane or larger highway from the Hampton Coliseum to Wards Corner would certainly impact their communities.

Improving the capacity of the HRBT can be accomplished without adversely impacting either Hampton or Norfolk. Their opposition to improving the HRBT is based on an elaborate VDOT study of an eight-lane expansion from the Coliseum to Wards Corner, which is extremely expensive and unnecessary.

The true bottleneck results from only two lanes in each direction at the underwater HRBT tunnels. The tunnels are the bottlenecks, not the adjoining roadways. A driver’s natural reflex to slow when facing a tunnel entrance causes the bottleneck. The incoming and outgoing roadways are adequate. Otherwise the mayors from those communities would be clamoring for improvements to those roadways.

It appears that one, or possibly two additional lanes can be added to the four lane portions of Interstate 64 on either side of the HRBT using existing right-of-way with a minimum of impact to the communities and historic landmarks like the Emancipation Oak at Hampton University and the Veterans Cemetery.

I want to emphasize that the studies I request do not represent an ideal solution, but rather a solution that will relieve a significant amount of congestion, and be more affordable.

Tolling of the HTBT should, as all tolling should, be based on economic return to pay for only that roadway. Tolling should not be used to pay for other roadways, or to punish commuters for using roads that they have funded with their tax dollars.
Requested HBRT Congestion Study:

Unlike previous studies, the study should evaluate an eight-lane tunnel, but no new lanes approaching the bridge-tunnel complex and only one additional lane exiting the complex.

A significant addition of lanes prior to the actual bridges approaching the HRBT is not necessary. Traffic gets to the tunnels. As Delegate Oder commented, the HRBT now acts as the center of an hourglass, and that we need to find the minimum way to increase the capacity of the HRBT. Diverging lanes can be added on the bridges approaching the tunnels to smoothly allow traffic to blend from the existing roadways into the four tunnel tubes.

After exiting the tunnels, only one additional lane should be considered in the study, using existing right-of-way. A smooth merge can be constructed on the HRBT bridges to allow the necessary merge from the four lanes exiting the tunnels onto the three lanes. The merge from four lanes exiting the tunnels to three lanes would occur significantly after exiting the tunnels, but well before impacting surrounding communities.

The additional lane exiting eastbound should extend in the median, the length of Willoughby Bay to the 4th View Street Exit, allowing some traffic to disperse to the Naval Base and to the Norfolk Boulevard System. This will dramatically minimize impact to Norfolk residential communities. The additional exiting lane on the Hampton side need only go a few hundred yards to the already existing three lanes of westbound Interstate 64 with virtually no impact to Hampton.

I will discuss further details of my request with any HRTPO member or staff who wishes.

Hampton Roads Crossing Studies:

March 21, 2013 - Hampton Roads Crossings: Patriots Crossing & I-64 Hampton Roads Bridge-Tunnel - Presented by Camelia Ravanbakht, PhD, Deputy Executive Director, HRTPO

Referring to adding capacity at the HRBT - “Project will result in uncongested conditions (Level-of-Service C) at the Hampton Roads Bridge Tunnel through the year 2040.”

Referring to building Patriots Crossing – “The Hampton Roads Bridge-Tunnel will remain severely congested, with a volume/capacity ratio = 1.48 The Monitor Merrimac Bridge-Tunnel will be severely congested, with a volume/capacity ratio = 1.93 (Level-of-Service F) in 2034.”

December 2012 - Hampton Roads Prioritization of Transportation Projects, Project Evaluation and Scoring - prepared by HRTPO staff with support of VDOT and Kimberly-Horn and Associates

Increasing capacity of the HRBT was the highest scoring Bridge and Tunnel Project of this study. Patriots crossing ranked only fourth.
February 17, 2011 - Hampton Roads Transportation Alternatives Study Phase 2) - Old Dominion University’s Virginia Modeling Analysis and Simulation Center (VMASC)

“Expanded HRBT provides the most improvement in congestion at the HRBT”

June 2010 - The Present and Future of Transportation in Hampton Roads – Focus group study of Hampton Roads residents by Christopher Newport University for the HRTPO

“For Peninsula study participants, the HRBT is the major regional dividing point and obstacle to greater cross-regional activity. For South Hampton Roads residents, the HRBT is the gateway into and out of the region. For either group, its congestion, and the perceived inability of the region’s leaders to do nothing about its congestion, make the HRBT the most visible representation of transportation headaches.”


“Only the direct addition of lanes to the HRBT will significantly improve both recurrent and incident-induced congestion”

January 21, 2009 - Analysis of Proposed Transportation Alternatives on the Hampton Roads Bridge Tunnel in 2030 - Old Dominion University’s Virginia Modeling Analysis and Simulation Center (VMASC)

“Only expanding the HRBT can relieve both recurrent and incident-induced conditions at the HRBT”


Note: Alternate 1 is increasing the capacity of HRBT, which was compared to Alternate 9, the Third Crossing.

“Alt. 1 provides the highest reduction in HRBT congestion – (the only alternative which does not leave HRBT over capacity)”

This presentation also showed cost estimates from the 1999 Hampton Roads Crossing Environmental Impact Study of 1.2 billion dollars for the HRBT and 2.7 billion dollars for the Third Crossing. The actual dollar value quoted has naturally been overcome by inflation, but the 1999 HRBT cost estimate of less than half of the Third Crossing’s estimate does not correlate at all with the cost estimates currently being presented to the HRTPO.
HRTPO Staff Response  (Via E-Mail – June 12, 2013)

Dear Mr. Gergely,

The HRTPO is in receipt of your letter dated June 6, 2013. Your comments will be included in the June 20, 2013 HRTPO Board Meeting Agenda as an attachment to Agenda Item #11 – Submitted Public Comments.
ITEM #12: APPROVAL OF CONSENT ITEMS

12A. MINUTES

Minutes of the HRTPO Board meeting held on April 18, 2013 and Summary Minutes of the HRTPO Retreat held on May 16, 2013 are attached.

Attachment 12-A1
Attachment 12-A2

Recommended Action: The HRTPO staff recommends approval of the minutes.

12B. HRTPO FINANCIAL STATEMENT

The Statement of Revenues and Expenditures for the activities of April 2013 is attached. This statement reflects the financial status of the HRTPO as a whole.

Attachment 12-B

Recommended Action: Accept the HRTPO Financial Statement.

12C. CMAQ/RSTP FUND TRANSFER REQUEST: GLOUCESTER AND HAMPTON ROADS TRANSIT

Attached is a request by Gloucester County, in coordination with Hampton Roads Transit (HRT), to amend the FY 2012–2015 Transportation Improvement Program (TIP), as follows:

- Transfer $300,000 in FY 2012 RSTP funds (including state match) from UPC 98805 (Route 17 Business Corridor Planning Study) to HRT project UPC T9126 (Bus Replacement and Rebuild)
- Transfer $195,703 in FY 2007 RSTP funds (including state match) from UPC 56934 (Route 17 Install Raised Concrete Median) to HRT project UPC T9126
- Transfer $298,829 in FY 2014 CMAQ funds (including state match) from HRT project UPC T9126 to UPC 100625 (Bicycle-Pedestrian Improvements to Route 216)
- Transfer $196,874 in FY 2014 CMAQ funds (including state match) from HRT project UPC T9126 to UPC 100624 (Bicycle-Pedestrian Improvements to Route 1216)
- Transfer $60,224 in FY 2017 CMAQ funds (including state match) from UPC 100625 to UPC 100624
- Transfer $60,223 in FY 2018 CMAQ funds (including state match) from UPC 100625 to UPC 100624
- Transfer $495,703 in FY 2019 CMAQ funds (including state match) from UPC 100625 to HRTPO CMAQ Reserve
The proposed TIP amendment was made available for public review from May 29, 2013 through June 12, 2013. The Transportation Technical Advisory Committee has recommended approval of the fund transfers and associated TIP amendment.

Attachment 12-C

**Recommended Action:** Approve the fund transfer request, as well as the associated TIP amendment.

12D. **CMAQ/RSTP FUND TRANSFER REQUEST: JAMES CITY**

Attached is a request from James City County to amend the FY 2012–2015 Transportation Improvement Program (TIP), as follows:

- Transfer $29,900 in FY 2009 CMAQ funds (including state match) from UPC 83462 (Airport Road Bikeway) to UPC 102947 (Route 199 West Ramp at Richmond Road)
- Transfer $119,000 in FY 2001 CMAQ funds from UPC 71616 (Ironbound Road & Sandy Bay Road Bikeway) to UPC 102947. The County will provide the required $29,750 local match from Secondary System funds.
- Transfer $17,080 in FY 1999 CMAQ funds from UPC 71616 to UPC 102947. The County will provide the required $4,270 local match from Secondary System funds.
- Transfer $109,600 in FY 1999 CMAQ funds from UPC 71616 to UPC 102944 (Centerville Road & News Road Intersection Improvement). The County will provide the required $27,400 local match from Secondary System funds.

The proposed TIP amendment was made available for public review from May 29, 2013 through June 12, 2013. The Transportation Technical Advisory Committee has recommended approval of the fund transfers and associated TIP amendment.

Attachment 12-D

**Recommended Action:** Approve the fund transfer request, as well as the associated TIP amendment.

12E. **CMAQ FUND TRANSFER REQUEST: HAMPTON**

Attached is a request from the City of Hampton to amend the FY 2012–2015 Transportation Improvement Program (TIP), as follows:

- Transfer $24,510 in FY 2005 CMAQ funds (100% federal) from UPC 73234 (Citywide CCTV Camera Installation) to UPC 97717 (Citywide Traffic Signal System Retiming)
- Transfer $268,408 in FY 2007 CMAQ funds (100% federal) from UPC 84330 (Citywide AVL for Emergency Services Vehicles) to UPC 97717
- Transfer $29,873 in FY 2008 CMAQ funds (including state match) from UPC 83362 (Coliseum Drive & Cunningham Drive Intersection Improvements) to UPC 83199 (Hampton Roads Center Parkway & Big Bethel Road Intersection Improvements)
• Transfer $107,514 in FY 2008 CMAQ funds (including state match) from UPC 83362 to UPC 84331 (Citywide Wayfinding Signs)
• Transfer $2,188 in FY 2008 CMAQ funds (including state match) from UPC 83362 to UPC 83200 (Big Bethel Road & Radford Drive New Traffic Signal Installation)
• Transfer $22,286 in FY 2008 CMAQ funds (including state match) from UPC 83362 to UPC 97717
• Transfer $75,000 in FY 2013 CMAQ funds (including state match) from UPC 97718 (Citywide Traffic Signal Upgrade) to UPC 97717
• Transfer $3,501 in FY 2011 CMAQ funds (including state match) from UPC 97718 to UPC 97717

The proposed TIP amendment was made available for public review from May 29, 2013 through June 12, 2013. The Transportation Technical Advisory Committee has recommended approval of the fund transfers and the associated TIP amendment.

**Recommended Action:** Approve the fund transfer request, as well as the associated TIP amendment.

12F. CMAQ FUND TRANSFER REQUEST: SUFFOLK

Attached is a request from the City of Suffolk to amend the FY 2012-2015 Transportation Improvement Program (TIP), as follows:

• Transfer $68,951 in FY07 State Match for CMAQ projects funds from UPC 52371 (Route 58 – 5 Signals) to UPC 98815 (Godwin Boulevard Park & Ride Lot)
• Transfer $9,944 in FY06 State Match for CMAQ projects funds from UPC 52381 (Route 13 – 2 Signals) to UPC 98815
• Transfer $47,511 in FY06 State Match for CMAQ projects funds from UPC 52382 (Route 337 – 2 Signals) to UPC 98815
• Transfer $100,688 in FY07 State Match for CMAQ projects funds from UPC 52370 (Route 58 – 3 Signals) to UPC 100604 (Bridge Road/Bennetts Pasture Road Intersection Improvements)
• Transfer $43,539 in FY06 State Match for CMAQ projects funds from UPC 52372 (Route 10 – 7 Signals) to UPC 100604
• Transfer $1,035 in FY06 State Match for CMAQ projects funds from UPC 52372 to UPC 100607 (Portsmouth Boulevard Park & Ride Lot)
• Transfer $97,655 in FY06 State Match for CMAQ projects funds from UPC 52373 (Route 460 – 7 Signals) to UPC 100607
• Transfer $19,605 in FY06 State Match for CMAQ projects funds from UPC 52381 to UPC 100607
• Transfer $20,000 in FY06 State Match for CMAQ projects funds from UPC 52382 to UPC 100607
The proposed TIP amendment was made available for public review from May 29, 2013 through June 12, 2013. The Transportation Technical Advisory Committee has recommended approval of the fund transfers and associated TIP amendment.

Attachment 12-F

**Recommended Action:** Approve the fund transfer request, as well as the associated TIP amendment.

12G. **REVISED CMAQ & RSTP FY 2014-2019 ALLOCATIONS**

In an email message dated May 29, 2013 (attached), VDOT staff notified HRTPO staff of additional reductions in CMAQ and RSTP marks from what was provided in the draft figures released in March 2013. The additional reductions are summarized below:

**RSTP Adjustments by Fiscal Year**
- **FY 2014** (Reduction of $39,849 includes match)
- **FY 2015 – FY 2019** (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 2014** (Reduction of $26,877 includes match)
- **FY 2015 – FY 2019** (Reduction of $13,497 each year, includes state match)
- **Total Reduction for Six-Year Period** = $94,362 (includes state match)

The VDOT message stated that adjustments to HRTPO CMAQ and RSTP allocations for FY 2014–2019 would need to be completed by June 7, 2013 in order to have the final SYIP ready for submission to the CTB in June. HRTPO staff developed a strategy for addressing the additional reductions and coordinated with the affected localities/agencies. The Transportation Technical Advisory Committee has recommended approval of the adjustments to HRTPO CMAQ and RSTP allocations for FY 2014–2019 as shown in the attached Tables 1 and 2.

Attachment 12-G

**Recommended Action:** Approve the revised CMAQ and RSTP allocations as shown in Tables 1 and 2 in the attachment.

12H. **FY 2012-2015 TIP AMENDMENT: COORDINATED PUBLIC TRANSIT**

The previous federal transportation act, SAFETEA-LU, included a Federal Transit Administration (FTA) funding program referred to as Section 5317 – New Freedom (NF). Projects proposed under that program had to be derived from a locally developed coordinated public transit-human services transportation plan (Coordinated Plan). Funds remaining under this SAFETEA-LU program must be handled under SAFETEA-LU guidelines.
A project selection committee comprised of Coordinated Plan stakeholders met on April 8, 2013 to select projects to be funded with Section 5317 funds. The Project Selection Committee selected six projects for funding based on criteria included in the Coordinated Plan. A brief description of each selected project is attached. The projects to be added to the FY 2012-2015 TIP are:

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

Attached is the request from Hampton Roads Transit to amend the FY 2012–2015 Transportation Improvement Program (TIP) to add the projects and funding listed above.

The proposed TIP amendment was made available for public review from May 29, 2013 through June 12, 2013. The Transportation Technical Advisory Committee has recommended approval of the above projects and allocations, as well as the associated TIP amendment.

Attachment 12-H

**Recommended Action:** Approve the above projects, allocations, and associated TIP amendment.

**FY 2012-2015 TIP AMENDMENT: HAMPTON ROADS TRANSIT**

Attached is a request from Hampton Roads Transit (HRT) to amend the Hampton Roads FY 2012-2015 Transportation Improvement Program 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.

The proposed TIP amendment was made available for public review from May 29, 2013 through June 12, 2013. The Transportation Technical Advisory Committee has recommended approval of the TIP amendment.

Attachment 12-I

**Recommended Action:** Approve the TIP amendment.
12J. HRTPO FY 2013 BUDGET AMENDMENT

The HRTPO amends its budget twice a year, usually in the months of November and May, to record changes that have occurred subsequent to the budget’s original approval by the HRTPO Board. Due to the May Retreat, the May Amendment was rescheduled for June. This amendment formalizes the changes that have occurred since November 2012.

Revenue and Expenditures
WATA canceled project #428112 and returned $100,000 as a result. Therefore, incorporating this funding into FY2013 in the January 17, 2013 UPWP amendment resulted in re-budgeting a portion of the PL funds to keep the overall budget in balance.

FY 2013 Revenue Amendment Changes
- Federal Transit Administration (FTA) increased $100,000

FY 2013 Expenditures Amendment Changes
- Operation Contingencies: $100,000

Attachment 12-J

Recommended Action: Approve the HRTPO FY 2013 Budget amendment.

12K. VOLUMES, SPEEDS, AND CONGESTION ON MAJOR ROADWAYS IN HAMPTON ROADS: FINAL REPORT

As part of the Congestion Management Process (CMP), the HRTPO staff has released the Average Weekday Traffic Volumes for Major Roadways in Hampton Roads report on an annual basis since 2006. This new document continues that effort by detailing regional traffic volumes for the years 2007-2012. In addition, this report now includes for the first time speed data collected by INRIX. It also includes congestion levels based on the above volumes and speeds.

The draft report was made available for public review and comment from May 1, 2013 through May 15, 2013. No comments were received.


Recommended Action: Approve the final report.
12L. CONGESTION MANAGEMENT PROCESS – THE STATE OF TRANSPORTATION IN HAMPTON ROADS: FINAL REPORT

As part of the Congestion Management Process (CMP) and our commitment to track regional performance measures, the HRTPO 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. Comparisons between Hampton Roads and similar metropolitan areas are also included.

The draft report was made available for public review and comment from April 3, 2013 through May 1, 2013. No comments were received.


Recommended Action: Approve the final report.

12M. MEMORANDA OF AGREEMENT: FRANKLIN, SOUTHAMPTON, AND SURRY

At the May 16, 2013 Retreat, the HRTPO staff recommended approving an interim agreement among 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 HB2313. The Memoranda of Agreement between the HRTPO and each affected locality (City of Franklin and Counties of Southampton and Surry), in accordance with the Secretary's suggestion, are included in Workshop Agenda, Item #7 for HRTPO Board approval.

Recommended Action: Approve the Memoranda of Agreement attached in Item #7.

12N. I-64 PENINSULA WIDENING: HRTPO PREFERRED ALTERNATIVE

At its May Retreat, Mr. Mike Estes, VDOT Director of Strategic Initiatives, briefed the HRTPO Board on the VDOT strategies to effectively utilize funding from HB2313 to provide intermediate relief as well as ensure a cost effective and efficient implementation plan on the widening of I-64 on the Peninsula. To complement the State’s initiative to provide an interim solution to the I-64 Peninsula corridor, the Draft FY 2014-2019 Six-Year Improvement Program includes $100 million for I-64 Capacity Improvements from Newport News to Williamsburg. Per the HRTPO Board’s request, VDOT has submitted additional technical information about the benefits of this interim solution (Attachment 8-A).

After HRTPO Board discussion on VDOT’s briefing of I-64 Peninsula Widening at the May Retreat, Mr. Dwight Farmer indicated a resolution would be brought to the HRTPO Board at its June 2013 meeting for consideration and approval on the HRTPO preference of the VDOT 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) for immediate and intermediate congestion relief on the condition
that this preference would not preclude the I-64 Peninsula widening expansion to 8 lanes or future associated funding.

A resolution:

- **Endorsing VDOT’s 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242)** with one additional lane in each direction (with the application of Context Sensitive Design, such as including landscaping between the medium barriers, if lanes are added in the existing Median) for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding;

- **Endorsing VDOT’s recommended approach to aggressively pursue and complete the 6-Lane Segment 1 (Jefferson Avenue/Exit 255 to Fort Eustis Boulevard/Exit 250);**

- **Endorsing VDOT’s recommended approach to develop a strategy to fund the 6-Lane Segment 2 (Fort Eustis Boulevard/Exit 250 to Humelsine Parkway/Exit 242);** and

- **Endorsing VDOT’s recommended approach to develop a strategy to fund interim improvements at the Fort Eustis Boulevard interchange.**

is for HRTPO Board approval.

This item was discussed and associated attachments are included in the Workshop Agenda, Item #8.

**Recommended Action:** Approve the resolution attached in Item #8.

120. **HRTPO CITIZEN TRANSPORTATION ADVISORY COMMITTEE: MEMBERSHIP**

The HRTPO Citizen Transportation Advisory Committee (CTAC) has two openings for representatives from the Cities of Chesapeake and Poquoson. As an advisory committee to the HRTPO Board, the mission of the CTAC is to provide the HRTPO with a citizen’s viewpoint on regional transportation issues, strategies, funding, priorities, and the decision-making process of the HRTPO. The HRTPO posted a call for membership applications to the CTAC beginning December 12, 2012 via a notice on the HRTPO website.

The following individuals have been recommended for CTAC membership:

- City of Chesapeake – Mr. John Kish
  Mr. Kish is a retired Mechanical Engineer, and currently serves as Vice-Chair of the Chesapeake Planning Commission.

- City of Poquoson – Mr. Barry Dunn
  Mr. Dunn is an Engineer at NASA Langley Research Center, and volunteers with various sports teams in Poquoson.

**Recommended Action:** Approve Mr. John Kish and Mr. Barry Dunn to fill the CTAC vacancies.
12P. HAMPTON ROADS CROSSING: HRTPO PREFERRED ALTERNATIVE

On July 16, 1997, the Hampton Roads Metropolitan Planning Organization (HRMPO) unanimously selected Transportation Corridor 9, also known as the “Third Crossing,” as the Locally Preferred Corridor. The alternative was divided into independent segments, each aiding in the reduction of regional traffic congestion.

On September 18, 1997, the Commonwealth Transportation Board (CTB) passed a resolution which expressed its good faith intent to facilitate and develop the Hampton Roads Transportation Crossing identified as Transportation Corridor 9 (“Third Crossing”).

On July 20, 2000, the CTB voted to identify Candidate Build Alternative 9 (“Third Crossing”) as the approved alternative. The Federal Highway Administration approved the Final Environmental Impact Statement (EIS) on March 1, 2001 and issued a Record of Decision on June 4, 2001. The Third Crossing was made up of independent segments and, as stated in the 2001 Final EIS, can be constructed in phases.

The Hampton Roads Bridge-Tunnel has separately built structures; the original, now westbound, opened on November 1, 1957; and the eastbound structure opened on June 3, 1976. As expressed by VDOT Chief Deputy Commissioner during the May 2013 Retreat, the rehabilitation of the Hampton Roads Bridge-Tunnel will need to be addressed.

The Congestion Pricing concept has been presented to and discussed by the HRTPO Board during the past few years. During the May 2013 Retreat, the HRTPO Executive Director presented information to the HRTPO Board indicating that tolling at the Hampton Roads Bridge-Tunnel and Monitor Merrimac Memorial Bridge-Tunnel could potentially reduce congestion in the short-term at these facilities while long-term project decisions are being evaluated.

A resolution:

- reaffirming the HRMPO action of July 16, 1997 to endorse constructing Transportation Corridor 9 (“Third Crossing”) in phases;
- endorsing the continued maintenance and enhancement of the existing Hampton Roads Bridge-Tunnel lanes and tunnels; and
- endorsing the study of the feasibility and possible implementation of congestion pricing on the Hampton Roads Bridge Tunnel and the Monitor Merrimac Memorial Bridge-Tunnel.

Is included for HRTPO Board for approval.

This item was discussed and associated attachments are included in the Workshop Agenda, Item #9.

**Recommended Action:** Approve the resolution attached in Item #9.
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. Sheperd, 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)  Col. Korvin D. Auch (LANGLEY-EUSTIS)
Marcus Jones (NO)  Col. Tom Wetherington (LANGLEY-EUSTIS)
Jeffrey Breeden (FAA)  Wayne Shank (NAA)
Irene Rico (FHWA)  Ken Spirito (PAC)
Tony Cho (FTA)  Capt. John Little (USCG)
Brigid Hynes-Cherin (FTA)  Randall P. Burdette (VDOA)
William Bell (FTAC)

* 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                        Dwight L. Farmer
Chair                                Executive Director/Secretary
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)

**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)

**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 (LNGLEY-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 Schnaufer (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 Coupton, 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 (LWW-Norfolk); Ricardo D’Alessandra (American Infrastructure); Steve Chapin (AECOM); Rick McGeorge (OTP3); Angel Deem, Mike Estes, Eric Stringfield (VDOT); Cathy Aiello (Aiello Enterprises); Camelia Ravanbahkht, Sam Belfield, Rob Case, Brian Chenault, Kathlene Grauberger, Theresa Jones, Michael Kimbre, 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 MMBBT 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.
HRTPO  
FISCAL YEAR 2013  
4/30/2013  

STATEMENT OF REVENUES AND EXPENDITURES

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>Annual Budget</th>
<th>Current Month</th>
<th>YTD</th>
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<td>1,360,349</td>
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<td>52,976</td>
<td>170,044</td>
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<td>VDOT-PL SEC 112 LOCAL</td>
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<td>VDRPT 5303 STATE</td>
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<td>VDRPT 5303 LOCAL</td>
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<td><strong>558,378</strong></td>
<td><strong>2,086,776</strong></td>
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<td>PASS THROUGH EXPENDITURES</td>
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<td>INDIRECT COSTS</td>
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<td><strong>Total Expenses</strong></td>
<td><strong>4,488,069</strong></td>
<td><strong>332,660</strong></td>
<td><strong>2,555,574</strong></td>
</tr>
</tbody>
</table>

| AGENCY BALANCE                        | -             | 225,717       | (468,797) |

Attachment 12-B
May 23rd, 2013

Dwight L. Farmer, P.E.
Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

Re: Request to Amend the FY2012-2015 TIP and Re-Allocation of FY2017-2019 CMAQ Funds

Dear Mr. Farmer,

In consultation with both HRTPO and VDOT-Fredericksburg District staff, I am respectfully requesting to amend the FY2012-2015 TIP in order to perform the following transfers of funds:

- Transfer $495,703 in Surplus Previous Fiscal Year RSTP funds (to include state matching funds) from 2 projects located in Gloucester County to UPC T9126 – Bus Replacement and Rebuild for Hampton Roads Transit (HRT) (HRTPO staff has coordinated this proposed transfer with HRT staff).
- Transfer $495,703 in FY2014 CMAQ funds (to include state matching funds) from UPC T9126 – Bus Replacement and Rebuild for HRT to UPCs 100624 and 100625 – Bike/Pedestrian Improvements on Rte 1216 Hayes Road and Rte 216 Guinea Road in Gloucester County in order to begin Preliminary Engineering on these two projects. (HRTPO staff has coordinated this proposed transfer with HRT Staff).

We believe this transfer to be mutually beneficial to both Gloucester County and HRT. It allows the immediate re-obligation of surplus RSTP funds; it provides additional funding to accelerate project development on two priority projects in Gloucester County; and it also alleviates concerns of many of the HRTPO jurisdictions regarding making any additional projects RSTP eligible that were not already allocated RSTP funds through the approved selection process.

Additionally, I would like to request the re-allocation of FY2017-2019 CMAQ funds currently allocated to UPCs 100624 and 100625 mentioned above. There are three transfers we would be proposing:
• Transfer $60,224 in FY2017 CMAQ from UPC 100625 to UPC 100624.
• Transfer $60,223 in FY2018 CMAQ from UPC 100625 to UPC 100624.
• Transfer $495,703 in FY2019 CMAQ from UPC 100625 to UPC 70714 – HRTPO CMAQ Reserve Balance Entry.

The first two transfers are requested due to the fact that UPC 100624 is of a higher priority to Gloucester County versus UPC 100625 and we would like to ensure this project is fully funded in the Six Year Improvement Program without removing too great an amount of funds from any one year of UPC 100625. The third transfer is in consideration of Gloucester County being able to receive FY2014 CMAQ funds to advance project development on two of its projects. We propose transferring the same amount that our projects would be receiving in CMAQ back into the HRTPO CMAQ reserve in FY2019 to be made available to the other eligible projects.

We respectfully request to have this placed on the June 2013 TTAC Agenda for review and consideration. I would especially like to thank Mike Kimbrel and the HRTPO staff and Keisha Branch of HRT for their assistance and cooperation in formulating this proposal and also thank Jason Robinson from VDOT for his work in preparing this request on behalf of Gloucester County. The above mentioned transfers are also included in the attached spreadsheet which outlines the transfers in more detail.

Thank you for your time and consideration of Gloucester County’s request and if there are any questions regarding this request, please do not hesitate to contact me or Mr. Jason Robinson with the Programming & Investment Management Section of VDOT-Fredericksburg District at 540-372-3597.

Sincerely,

Anne Ducey-Ortiz, AICP
Gloucester County – Director of Planning

Cc: Brenda Garton, Gloucester County Administrator
Carter Borden, Gloucester County Board of Supervisors, HRTPO Representative
Mike Kimbrel, HRTPO Principal Transportation Engineer, HRTPO
Camelia Ravanbakht, PhD, Deputy Executive Director, HRTPO
Allison Richter, VDOT-Fredericksburg ADA for PIM & Business
Craig Van Dussen, VDOT-Fredericksburg Planning Director
Sean Trapani, VDOT-Fredericksburg, Saluda Residency Administrator
Jason Robinson, VDOT-Fredericksburg, Programming
May 29, 2013

Dwight L. Farmer, P.E.
Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

RE: TIP Amendment – Return of CMAQ Funds from UPC 83462 Airport Road Bicycle Improvements and UPC 71616 Ironbound Road (Rt. 615) Corridor Improvements to CMAQ Reserve and Allocation of Funds from CMAQ Reserve to UPC 102947 Richmond Road/Route 199 West Ramp and UPC 102944 Centerville/News Road

Dear Mr. Farmer:

James City County was allocated $23,920 in Congestion Mitigation and Air Quality (CMAQ) funds and $5,980 in state match funds for a shoulder bikeway along Airport Road (UPC 83462). There have been no expenditures on this project. The County was also allocated $3,113,918 in CMAQ funds requiring a 20% local match for engineering and construction of a shoulder bike lane along Ironbound Road (UPC 71616). After expenditures, $3,024,782 in CMAQ funds remains on the project.

Due to changes in FHWA minimum design standards for bike lanes and additional right-of-way constraints, the cost of these projects increased beyond the County’s initial applications and the County has cancelled the projects.

In accord with TPO practice and procedure the County is returning prior year CMAQ funds and State Match funds from the two cancelled projects to the CMAQ Reserve as follows:

<table>
<thead>
<tr>
<th>Project</th>
<th>CMAQ</th>
<th>Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>UPC 83462 – Shoulder Bikeway along Airport Road</td>
<td>$23,920</td>
<td>$5,980 (State Match)</td>
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<tr>
<td>UPC 71616 Ironbound Road (Rt. 615) Corridor Improvements</td>
<td>$245,680</td>
<td>$61,420 (Local Match)</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$269,600</strong></td>
<td><strong>$67,400</strong></td>
</tr>
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On August 14, 2011, the James City County Board of Supervisors discussed identifying projects needing action or cancellation and how to best consolidate funding to advance projects that best align with Board of Supervisor's priorities. The Board of Supervisors endorsed the following priorities: 1) Fully funding and advancing UPC 102947 Richmond Road/Route 199 West Ramp; (2) Fully funding and advancing UPC 102944 Centerville Road/News Road; and (3) Advancing and fully funding PE and RW for UPC 102980 Route 60 Multimodal Corridor.
UPC 102947 Richmond Road/Route 199 West Ramp will add dedicated right and left turn lanes from the Route 199 West Ramp onto Route 60 Richmond Road. In recent conversations with VDOT, they have indicated their ability to advance the PE portion of this project to FY13. VDOT has also confirmed that PE costs have increased from $80,000 to $200,000 and construction costs have increased from $545,000 to $695,000 and RW costs are still under review. Total project cost is currently estimated at $920,000.

UPC 102944 Centerville/News Road will improve visibility and add a right and left turn lane from Centerville Road onto News Road and a right turn lane from News Road onto Centerville Road. In recent conversations with VDOT, they have indicated their ability to advance the PE portion of this project to FY13. VDOT has also confirmed that PE costs have increased from $70,000 to $137,000 and that construction costs have increased from $325,000 to $708,000 and RW costs are still under review. Total project cost is currently estimated at $1,345,000.

To fully fund and advance the PE phase on UPC 1029447 and UPC 102944 to FY13, the County requests that total of $337,000 in prior funds be allocated to these projects from the CMAQ Reserve as follows.

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Prior Year CMAQ Funds</th>
<th>Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>UPC 83462</td>
<td>UPC 102947</td>
<td>$23,920</td>
<td>$5,980 (State Match)</td>
</tr>
<tr>
<td>UPC 71616</td>
<td>UPC 102947</td>
<td>$136,080</td>
<td>$34,020 (Local Match)</td>
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<tr>
<td>Total</td>
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<td>$160,000</td>
<td>$40,000</td>
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<tr>
<td>Total to UPC 102947</td>
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<td>UPC 71616</td>
<td>UPC 102944</td>
<td>$109,600</td>
<td>$27,400 (Local Match)</td>
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<tr>
<td>Total</td>
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<td>$109,600</td>
<td>$27,400</td>
</tr>
<tr>
<td>Total to UPC 102944</td>
<td></td>
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<tr>
<td>GRAND TOTAL OF TRANSFERS</td>
<td></td>
<td>$337,000</td>
<td></td>
</tr>
</tbody>
</table>

The transfer, if approved, will leave a $0 balance in UPC 83462 Airport Road and a balance of $2,779,102 on UPC 71616 Ironbound Road (Rt. 615) Corridor Improvements. The County anticipates submitting requests to transfer funds in the amount of approximately $2,492,000 from the remaining balance on UPC 71616 in FY14 and FY15 to fully fund and advance PE and CN on UPC 102947 and UPC 102944 and to fully fund and advance PE and RW on UPC 102980 Route 60 Multimodal Corridor.

Current cost estimates, allocations, expenditures, and funds available for transfer associated with the affected project(s) have been confirmed with VDOT and/or coordinated with DRPT.

Thank you in advance for your consideration. Should you have any questions, please contact Paul Holt or Tammy Rosario at 757-253-6685.

Sincerely,

Allen J. Murphy, Jr.
Director of Development Management

AJM/bk
cc: (Via Electronic Mail)
    Robert Middaugh, County Administrator, James City County
    Camelia Ravanbakht, Ph.D., Deputy Executive Director, HRTPO
    Michael Kimbrel, Principal Transportation Engineer, HRTPO
    Sonya Hallums-Ponton, PMP, District Program Manager, VDOT
    Paul Holt, Planning Director, James City County
May 29, 2013

Camelia Ravanbakht, Ph.D.
Deputy Executive Director
Hampton Roads Transportation Planning Organization
The Regional Building
723 Woodlake Drive
Chesapeake, VA  23320

Re: TIP Amendment – Hampton CMAQ Projects

Dear Dr. Ravanbakht:

The City of Hampton requests that the following transfers of funds TIP amendments be placed on the Transportation Technical Advisory Committee (TTAC) and Transportation Planning Organization (TPO) agenda for June 2013.

The City of Hampton currently has four CMAQ projects with surplus funds as outlined in the chart below. We also have four CMAQ projects that are short of funds - also outlined in the chart below. All four projects with surplus funds have been closed out, cancelled, or are at a point where final cost estimates have been prepared. All four projects with shortfalls are either under construction, have bids in place, or are ready to go to construction pending final plan approvals.

At this time, we requesting that the surplus funds be re-allocated to the CMAQ reserve fund for the region. At the same time, we would like to re-allocate the money that we just transferred into the CMAQ reserve fund into the projects listed in the table below at the June 2013 meeting. Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected projects have been confirmed by VDOT’s Hampton Roads District.
<table>
<thead>
<tr>
<th>UPC</th>
<th>Description</th>
<th>Status</th>
<th>Amount</th>
<th>UPC</th>
<th>Description</th>
<th>Status</th>
<th>Amount</th>
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<tr>
<td>73234</td>
<td>Citywide CCTV Phase I</td>
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<td>Citywide Signal Retiming</td>
<td>Project Underway</td>
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<td>84330</td>
<td>Citywide AVL</td>
<td>Cancelled</td>
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<td>97717</td>
<td>Citywide Signal Retiming</td>
<td>Project Underway</td>
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<td>83362</td>
<td>Intersection Improvements at Coliseum &amp; Cunningham</td>
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<td>Intersection Improvements at Big Bethel &amp; HRCP</td>
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<td>84331</td>
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<td>83200</td>
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<td>Project Underway</td>
<td>$78,501</td>
</tr>
</tbody>
</table>
Thank you for your assistance in this matter. If you have any questions, please feel free to contact me.

Sincerely,

Lynn E. Allsbrook, P.E.
Deputy Director of Public Works/City Engineer

Cc: Mary Bunting, City Manager
Keith Cannady, Planning Manager
John Yorks, Transportation Engineer II
Mike Hodges, Engineering Manager
Chris Swartz, VDOT Project Manager
Tony Gibson, VDOT Urban Program Manager/Hampton Roads District
May 21, 2013

Dwight L. Farmer, Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

RE: FY 2012 – 2015 Transportation Improvement Program Amendments

Dear Mr. Farmer:

Sometime ago the City of Suffolk received $2,226,500.00 in Congestion Mitigation and Air Quality (CMAQ) funds for the purpose of performing signal control upgrades for various corridors throughout the City. Due to implementation of cost control measures and a favorable bidding climate at the time, the City of Suffolk completed the six upgrade projects with a remaining balance of $408,928.00.

Based on current preliminary engineering, right of way and construction cost estimates, for UPC's 100607, 100604 and 98815, these projects are projected to have a funding short fall of approximately $410,000. The additional cost for these projects can be attributed to unanticipated right of way costs as well as additional costs related to construction cost increases and design fee increases.

The City of Suffolk has been working with the Virginia Department of Transportation (VDOT) to identify funding sources to cover these cost overruns with funds that can be transferred and obligated quickly to advance these projects to the construction phase. Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected projects have been confirmed with VDOT and/or coordinated with DRPT. At this time we are requesting that the surplus funds be re-allocated to the CMAQ reserve fund for the region. At the same time, we would like to re-allocate the money that we just transferred into the CMAQ reserve fund into the projects as described in the tables below at the June 2013 Transportation Technical Advisory Committee meeting.

Fund Sources:

<table>
<thead>
<tr>
<th>UPC</th>
<th>Project</th>
<th>Description</th>
<th>Amount</th>
<th>Funding Source</th>
<th>Funding Year</th>
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<td>52372</td>
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<td>$305,000.00</td>
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Attachment 12-F
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<th>Description</th>
<th>Amount</th>
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<td>52373</td>
<td>0460-133-120</td>
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<td>$405,780.00</td>
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<td>52381</td>
<td>0013-133-118</td>
<td>Rte. 13 Arterial Signal System</td>
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<td>$1,985.00</td>
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<td>$197,435.00</td>
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<td>Rte. 337 Arterial Signal System</td>
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<td></td>
<td>$148,180.00</td>
<td>CMAQ State</td>
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</table>

**Proposed Funding Transfers:**

**UPC 98815**

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<th>FROM UPC</th>
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<th>Description</th>
<th>Amount</th>
<th>Funding Source</th>
<th>TO UPC</th>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>52371</td>
<td>U000-133-121</td>
<td>Rte. 58 Arterial Signal System</td>
<td>$68,951.00</td>
<td>CMAQ</td>
<td>98815</td>
<td>U000-133-338</td>
<td>Rte. 10/58 Godwin Blvd. Park &amp; Ride Lot</td>
</tr>
<tr>
<td>52381</td>
<td>0013-133-118</td>
<td>Rte. 13 Arterial Signal System</td>
<td>$2,943.68</td>
<td>CMAQ</td>
<td>98815</td>
<td>U000-133-338</td>
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</tr>
<tr>
<td>52382</td>
<td>0337-133-119</td>
<td>Rte. 337 Arterial Signal System</td>
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**UPC 100604**

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UPC 100607

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Thank you in advance for your consideration of this matter. If you should have any questions or concerns regarding this request, please call me at 757-514-7703.

Sincerely,

Sherry B. Earley, PE.
Engineering Manager
Department of Public Works
City of Suffolk

CC:  Eric Nielsen, PE, Public Works, Director
     Robert Lewis, PE, Traffic Engineer, Public Works
     Camelia Ravanbakhkt, Ph.D., Deputy Executive Director, HRTPO
     Michael Kimbrel, Principal Transportation Engineer, HRTPO
     Sonya Hallums-Ponton, PMP, District Program Manager, VDOT
     File
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**Totals**

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**TABLE 2**

**FY 2014-2019 CMAQ Allocations Per Final SYIP Figures Received on May 29, 2013**

As Approved at June 5, 2013 TTAC Meeting

**Attachment 12-G**
### TABLE 2: FY 2014-2019 CMAQ Allocations Per Final SYIP Figures Received on May 29, 2013
As Approved at June 5, 2013 TTAC Meeting

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>UPC</th>
<th>Project Description</th>
<th>Current Phase</th>
<th>FY - 14 Allocation</th>
<th>FY - 15 Allocation</th>
<th>FY - 16 Allocation</th>
<th>FY - 17 Allocation</th>
<th>FY - 18 Allocation</th>
<th>FY - 19 Allocation</th>
<th>Planned FY-20 &amp; Beyond</th>
<th>FY 14-19 Total CMAQ</th>
<th>Total Project Allocations</th>
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<td>103036</td>
<td>Citywide Signal Retiming</td>
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<td>31 VPA</td>
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<td>(GO): Ocean-Going Vessel Hybridization &amp; Fuel Switching Demo Project</td>
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<td>36 HRT</td>
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<td>37 Poquoson</td>
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<tr>
<td>38 Suffolk</td>
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</table>

**TOTALS**: $2,936,000 | $160,000 | $10,790,913 | $14,628,933 | $14,628,933 | $14,628,933 | $14,628,933 | $25,029,404 | $83,935,578 | $122,442,668

**NEW MARKS**: $2,936,000 | $160,000 | $10,790,913 | $14,628,933 | $14,628,933 | $14,628,933 | $14,628,933 | $25,029,404 | $83,935,578

*Previous allocation (FY 13 or earlier) includes all funding sources*
May 22, 2013

Mr. Dwight Farmer
Deputy Executive Director, Transportation
Hampton Roads Planning District Commission
723 Woodlake Drive
Chesapeake, VA 23320

SUBJECT: Transportation Improvement Program (HRT TIP Amendment Request): New Freedom Grand Awards

Dear Mr. Farmer:

Recently, the TDCHR Project Selection Committee (PSC) selected its seventh round of projects for the JARC and New Freedom Grants. The PSC recommended six (6) projects for federal funding. The recommended projects totaled $691,179.00. Three (3) of the recommended sub-recipients for the Grants are public entities. Conversely, three (3) of the recommended sub-recipients are private for-profit entities. However, all projects are consistent with the Hampton Roads Area Public Transit Human Services Transportation Coordinated Plan.

The selected projects were presented to the Operations & Oversight (O&O) Committee in May and subsequently approved. Attached please find a copy of the request to the O&O Committee that was presented for approval. The request delineates the recommended sub-recipients, proposed project type and project amounts.

As continuing to provide safe, affordable and coordinated public transportation service to the region is critical, we respectfully request an amendment to the current TIP to include the recommended grant cycle seven projects.

Thank you for your consideration of this TIP amendment request.

Sincerely,

Carla L. Brown
DBE Program Manager

Cc: B. Singleton
    K. Branch
    J. Paulus
Request for Contracts Award
JARC & New Freedom Grants Cycle Seven

| Contract No.: | N/A | Title: N/A | JARC/New Freedom Contract Awards | Price N/A | JARC $0.00 | New Freedom $691,179.00 |

**Acquisition Description:** Recommend Commission approval of Program of Projects to be funded by FTA apportionments remaining of FY2008, FY2009, FY2010, FY 2011 and FY2012; for Section 5316 (Job Access and Reverse Commute/JARC) and Section 5317 (New Freedom) for the Virginia Beach Urbanized Area. All recommended projects are derived from, and consistent with, the Hampton Roads Area Public Transit—Human Services Transportation Coordinated Plan adopted by Transportation District Commission of Hampton Roads (TDCHR) in April 2008, and as required by federal law and circulars. Approval of the selected projects will necessitate a TIP (Transportation Improvement Program) amendment by the Hampton Roads Transportation Planning Organization (HRTPO) allowing the projects to be added to the current TIP. Since the proposed selected projects are not currently included in the TIP, the grant has been awarded but placed in a Category B status on the Program of Projects by FTA. This status allows awarding of the Grant while the required process is completed such as insuring projects are approved by the Operations and Oversight (O & O) Committee and an amendment to the TIP is approved.

**Purpose:** According to (Safe Accountable Flexible, Efficient Equity Act: A Legacy for Users (SAFETEA-LU), projects to be funded using JARC, New Freedom, and/or FTA Section 5310 funds must be “derived from” a locally-developed Coordinated Plan. Hampton Roads Transit (HRT) has been named by the Governor as the Designated Recipient of JARC and New Freedom funds for the Virginia Beach Urbanized Area, which includes both the HRT and Williamsburg Area Transit Authority (WATA) service areas. Eligible sub-recipients include public agencies, nonprofit organizations, and "operators of public transportation services." This approval is the sixth in a series of funding cycles that have been considered by the Commission relating to these funds.

**Background:** The Hampton Roads Area Public Transit Human Services Transportation Coordinated Plan, also known as the "Coordinated Plan", was developed through an extensive public involvement process that has included partnerships with the HRTPO, WATA and the Virginia Department of Rail and Public Transportation (DRPT). Approximately 60 other public agencies and private organizations participated as Stakeholders throughout this process.
Project Selection: There were six (6) applications requesting the total of $2,035,212 in federal funds ($0 JARC; $691,179 New Freedom). It should be noted that HRT is re-programming $173,082.00 from an earlier funded project that is no longer applicable and can be used for real-time transit information for travelers both interagency and inter-jurisdictional. Because these funds will be re-programmed from an earlier funding project, the impact to JARC is negligible, thereby showing an available balance of $0 in FY2010, FY2011, and FY 2012 apportioned funds. Conversely, New Freedom has $691,179.00 available. This cycle will exhaust all available funds for HRT (current designated recipient) for JARC and New Freedom. DRPT will serve as the designated recipient under Moving Ahead for Progress in the 21st Century (MAP-21) per the Federal Public Transportation Act of 2012.

The Project Selection Committee (PSC) has recommended approval of six (6) New Freedom projects for a total of $691,179 as follows:

**New Freedom**
- Black & White Cabs, Norfolk $144,979.00 FY11
- Black & White Cabs, Virginia Beach $173,735.00 FY11
- Senior Services of Southeastern Virginia $40,000.00 FY11
- Hampton Roads Transit – Bus Transfer Center $9,633.00 FY11
- Hampton Roads Transit – Bus Transfer Center $39,456.00 FY12
  - HRT Bus Transfer Total: $49,089.00
- Guardian Angel Medical Transport, LLC $117,757.00 FY12
- Norfolk Redevelopment & Housing Authority - $165,619.00 FY12

  Total Funds Requested $691,179.00
  Total Funds Available $691,179.00

*A brief description of recommended projects is attached at the end of this memo.

Cost/Funding: Each project sponsor must ensure that the required federal match (50% net operating, 20% capital or mobility management) will be available from local or non-DOT federal sources.

Next Steps: Following the recommended TDCHR approval, the Hampton Roads TPO is scheduled to release the recommended projects for public comment for proposed amendments to the current TIP. FTA has placed the grants in a Category B status on the Program of Projects which allowed for awarding of the Grant but no activity can be approved until all required steps are completed.

As the Designated Recipient of these two fund sources, HRT is responsible to ensure that the funds received are used in accordance with applicable FTA guidelines. A “sub-recipient agreement” template has been developed, based on models from DRPT and other agencies, and
is being required as a condition of all projects (other than HRT) that are awarded grant funds. In addition, FTA has approved HRT’s “Program Management Plan,” which sets forth a broad range of conditions and procedures for grant administration and compliance.

**Recommendation:** It is respectfully recommended that the O & O Committee recommend that the Commission approve the JARC and New Freedom applications for projects for the purposes and amounts indicated for Cycle Seven.
HAMPTON ROADS TRANSIT

Descriptions of Recommended Projects:

Black and White Cabs, Inc. of Norfolk
Black & White Cabs, Inc. of Norfolk proposes replacement of five (5) wheelchair accessible taxicabs to provide on-demand passenger service for disabled riders in the City of Norfolk with addition service to Portsmouth as ordinance allows. Additional funding is requested to offset operational costs generated by labor and vehicle insurance.

Black and White Cabs of Virginia Beach, Inc.
Black & White Cabs, of Virginia Beach, Inc. proposes replacement of six (6) wheelchair accessible taxicabs to provide on-demand passenger service for disabled riders in the City of Norfolk with addition service to Portsmouth as ordinance allows. Additional funding is requested to offset operational costs generated by labor and vehicle insurance.

Guardian Angel Medical Transport, LLC
Guardian Angel Medical Transport, LLC submitted an application for grant funding to expand their transportation service to underserved senior and disabled clients in Northern Suffolk clients. The New Freedom funding will allow Guardian Angel, Inc to continue the same type of assistance to its specialized population via purchase of four (4) customized vehicles that are ADA-compliant. Guardian Angel will be better equipped to transport clients from their homes to medical and other miscellaneous appointments. Offering this program in the Northern Suffolk geographic area will create a value-added service. This program will expand client access which would have not existed before Guardian Angel.

Hampton Roads Transit – Military Transfer Center
Hampton Roads Transit proposes this capital project which will provide improvements to a bus transfer station at Military Circle Mall. The benefits realized from this project include improved customer services, increased customer satisfaction and convenience, and an overall improved experience.

Norfolk Redevelopment and Housing Authority (NRHA) – Mobility Improvement
Transportation program
The NRHA applied for New Freedom grant funding to support the operating expenses associated with their current Transportation program that fosters independence. NRHA recognizing the interrelated nature of their mission, NRHA resolves to work to become a trusted partner that work collaboratively with key stakeholders and partners to assist residents in reaching the fullest potential. The New Freedom funding will be matched by the operating budget of NRHA, HOPE VI endowment fund, and HCV FSS grant. The New Freedom funds will enable NRHA to accomplish two objectives which are to improve the safety and mobility of residents participating in various employments related activities and to improve low-income
residents’ ability to obtain and maintain employment through the provision of reliable transportation. The success of the New Freedom program will be measured by the number and places of 2-way trips provided to each program participant, number of program participants engage in employment related activities, number of residents who obtained employment, and amount of income earned by employment. Program information will be tracked, recorded by the program coordinator, and reported to the Program Manager.

**Norfolk Redevelopment and Housing Authority (NRHA) – Mobility Improvement**

**Transportation program via increased Months of Service**

The NRHA applied for additional New Freedom grant funding to support the operating expenses associated with their current Transportation program that fosters independence. This will be accomplished by adding additional months of service, thus improving safety and mobility of older and disabled low income residents living in subsidized housing for four additional months.

**Senior Services of Southeastern Virginia – 10-Passenger**

The objectives of this project are identified in the Hampton Roads Area Public Transit – Human Services Transportation Coordinated Plan. Senior Services of Southeastern VA (SSSEVA) has provided transportation for seniors and their caregivers for the past 40 years. Senior Services project will provide service to go beyond ADA standards with door to door for the most fragile, severely disabled and isolated customers and for those outside of HRT 3/4 mile radius of any fixed route. The Senior Services of Southeastern VA applies for FTA Section 5317 New Freedom funds to Purchase of 10-passenger vehicle with wheelchair lift to enhance service to seniors age 60+ and persons with disabilities. The 10-passenger vehicle will increase Senior Services’ capacity to provide rides for adults with disabilities in Chesapeake, Norfolk, Portsmouth, Suffolk, and Virginia Beach. The project’s objectives are to improve interagency and inter-jurisdictional travel and services. The success of the program will be measured by the number of rides provided and person served.
May 22, 2013

Dwight L. Farmer, Executive Director/Secretary
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

SUBJECT: Transportation Improvement Program (HRT TIP Amendment Request):
Re-Program previously approved JARC Funds

Dear Mr. Farmer:

Recently, the TDCHR Project Selection Committee (PSC) selected its seventh round of projects for the JARC and New Freedom Grants. In addition to receiving applications for its seventh round of projects for JARC and New Freedom Grants, the PSC received an additional request to re-program JARC funds allocated for Hampton Roads Transit (HRT)-Job Access Service Study in the amount of $173,082 to HRT’s proposed Real-time Traveler Information System. The Job Access Service Study was never conducted; therefore HRT requests the transfer of funding to a project of priority that they are ready to implement. The proposed Real-Time Transit information system will provide information to customers, which will subsequently improve interagency and inter-jurisdictional travel and services. The benefits realized from this project include improved customer services, increased customer satisfaction and convenience, and an overall improved travel experience for HRT riders.

As is customary with all applications, the project was presented to the TDCHR Operations & Oversight (O & O) Committee in May 2013 and subsequently approved. The request delineates the recommended revision to the sub-recipient, proposed project types, and project amount.

As continuing to provide safe, affordable, and coordinated public transportation service to the region is critical, we respectfully request an amendment to the current Transportation Improvement Program (TIP) to include the revision of HRT’s Job Access Service Study to HRT’s Real-time Traveler Information system.

Thank you for your consideration of this TIP amendment request.

Sincerely,

Carla L. Brown
DBE Program Manager

Cc: B. Singleton
    K. Branch
    J. Paulus
HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION

FY 2013 AMENDED BUDGET

JUNE 20, 2013

<table>
<thead>
<tr>
<th>NOVEMBER AMENDED BUDGET</th>
<th>JUNE AMENDED BUDGET</th>
<th>FINAL AMENDED BUDGET</th>
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<td>TOTAL</td>
<td>PASS-THRU</td>
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<td>BUDGET</td>
<td>BUDGET CHANGES</td>
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**REVENUE**

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**EXPENDITURES**

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<td>3,051,153</td>
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<td>929,755</td>
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**CHANGE IN FUND BALANCE**

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<td>BUDGET</td>
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<td>CHANGES</td>
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ITEM #13: HRTPO BOARD THREE-MONTH TENTATIVE SCHEDULE

July 2013

Thursday, July 18, 2013

- HB2313 – HRTPO Structure and Financing
- Roadways Serving the Military and Sea-Level/Storm Surge Rise
- Travel-Time Reliability of Regional Roadways
- Nominating Committee Appointments
- Downtown Tunnel/Midtown Tunnel/MLK Extension: ERC Construction and Lane Closure Schedule

August 2013

TBD

September 2013

Thursday, September 19, 2013

- 2040 LRTP Transportation Analysis Zone Data Allocation
- Hampton Roads Regional Safety Study
- Future Congestion Experienced by Trucks in Hampton Roads
- Regional Performance Measures
ITEM #14: CORRESPONDENCE OF INTEREST

14A. SOUTHEASTERN PARKWAY AND EQUIVALENT SERVICE VARIATION

Attached is a letter, dated May 24, 2013, from the Virginia Beach City Manager to the Virginia Department of Transportation Chief of Policy requesting support for the re-obligation of Federal funds regarding the Southeastern Parkway and the Equivalent Service Variation model.

Attachment 14-A

14B. HRTPO BOARD MEMBERSHIP APPOINTMENT

Attached is a letter, dated May 24, 2013, from Secretary Sean T. Connaughton appointing James S. Utterback to the HRTPO Board as the Voting Member to represent the Virginia Department of Transportation.

Attachment 14-B

14C. HRTPO BOARD MEMBERSHIP APPOINTMENT

Attached is a letter, dated May 31, 2013, from the Southampton County Administrator to the HRTPO Executive Director appointing Barry T. Porter as the Voting Member to represent Southampton County to the HRTPO Board.

Attachment 14-C

14D. HRTPO STAFF FY 2014-2019 SIX-YEAR IMPROVEMENT PROGRAM PUBLIC COMMENTS

Attached are the public comments submitted by the HRTPO Executive Director at the June 5, 2013 Draft FY 2014-2019 Six-Year Improvement Program public hearing.

Attachment 14-D
April 26, 2013

Richard L. Walton, Jr.
Chief of Policy
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Subject: Southeastern Parkway (SEPG) and Equivalent Service Variation (EQSV)

Dear Mr. Walton:

We sincerely appreciate your continued participation and that of the VDOT staff in assisting the City of Virginia Beach. We understand the need of the Federal Highway Administration to de-obligate the remaining balance of the Southeastern Parkway project due to recent inactivity. We are, however, requesting that upon their taking this action that VDOT support the re-obligation of $675,000. This is to support reimbursement for City expenditures to create state of the art models which will validate the congestion relief and evacuation benefits of the SEPG and our efforts to confirm the lack of viability for the EQSV to be a reasonable, much less a preferable alternative.

Our City Council has approved a partnership with Old Dominion University and appropriated funding for the creation of macro, micro and SEPG/EQSV models which will confirm or refute the need for this critical transportation project. The macro model is well underway and the micro model effort commences next month. We anticipate the SEPG/EQSV model to be initiated in October of this year and will be completed in June of 2014. Task orders for these efforts have been created and invoices will be presented for reimbursement.

Upon confirmation through this rigorous employment of academic assets to derive quantifiable benefits of this project, it is our belief that an entirely new environmental impact study will need to be launched. We look forward to the opportunity to take this next step because it will mean that our efforts in modeling have substantiated the need for the Southeastern Parkway.

Attachment 14-A
Southeastern Parkway (SEPG) and Equivalent Service Variation (EQSV)
Richard L. Walton, Jr.
April 26, 2013
Page 2

Should you require additional information or support for pursuing the re-obligation of Federal funds, please contact Deputy City Manager Dave Hansen at 757-385-4582.

Sincerely,

[Signature]
James K. Spore
City Manager

JKS/DLH/s

c: Dwight L. Farmer, Executive Director, Hampton Roads Planning District Commission
   Dave Hansen, Deputy City Manager
   Robert M. Matthias, Assistant to the City Manager for Governmental Affairs
   Phil Davenport, Director of Public Works
Mr. Dwight Farmer
Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, Virginia 23320

RE: Hampton Roads Transportation Planning Organization
Virginia Department of Transportation Membership Change

Dear Mr. Farmer:

The approved Hampton Roads Transportation Planning Organization (HRTPO) Policy Board Bylaws grants the Virginia Department of Transportation (VDOT) voting membership at the Policy Board meetings as designated by the Secretary of Transportation.

I am pleased to announce the new District Administrator in the Hampton Roads District is Mr. James S. Utterback, PMP effective May 10, 2013. Mr. Utterback will serve in voting capacity for VDOT effective this date. Thank you for working with Mr. Estes during the recruiting period for the District Administrator position. Mr. Eric Stringfield, District Transportation Planning and Land Use Director, will continue to serve as the HRTPO voting alternate.

Should you need any additional information please do not hesitate to contact me.

Sincerely,

Sean T. Connaughton

cc: The Honorable Molly Joseph Ward
May 31, 2013

Mr. Dwight L. Farmer, Executive Director
Hampton Roads Planning District Commission
723 Woodlake Drive
Chesapeake, VA 23320

Dear Mr. Farmer:

Due to a scheduling conflict, please be advised that Mr. Ronald M. West resigned his appointment to the HRPDC during a regular session of the Board of Supervisors on May 28, 2013.

The Board of Supervisors subsequently appointed Mr. Barry T. Porter to fill Mr. West’s unexpired term on the Hampton Roads Planning District Commission through June 30, 2014. The Board further appointed Mr. Porter to represent Southampton County at meetings of the HRTPO as prescribed by the MOA that will be reconsidered June 20.

Thank you in advance for contacting Mr. Porter with regard to orientation and notice of upcoming meetings. He may be contacted electronically at bporter@southamptoncounty.org

With kind personal regards, I remain

Sincerely,

Michael W. Johnson
County Administrator
Draft 2014 – 2019 SYIP
Public Comments
by
Dwight L. Farmer, Executive Director
Hampton Roads Transportation Planning Organization
June 5, 2013

• First, thank you to the General Assembly, the Governor, his Administration, the CTB, and VDOT for their efforts to press for an unprecedented increase in transportation funding.

• Thank you to the CTB for their efforts to manage and provide leadership to implement the new transportation program.

• Thank you to VDOT for moving quickly to engage in project delivery with our local governments – Dominion Boulevard, Lesner Bridge, Military Highway, I-64 on the Peninsula, I-64/I-264 Repaving.

• In April, I and the TPO Chair addressed the CTB and indicated we estimated Hampton Roads would generate approximately $150 + million per year within the statewide component of HB 2313 or $800 million over the next six years.

• Our TPO staff analysis currently concludes that when compared to last year’s SYIP, District Funding is down 2% ($30 million). We did check the “statewide” line item and found $1.2 billion for Route 460. One final point of concern is that our District Funding is going down each year over the next six years, while at the same time our contribution to the statewide component of HB 2313 is going up well beyond an additional $150 million per year.

• In summary, thank you for all your efforts to support HB 2313 and we look forward to meeting with you in the near future to get further clarification of the Draft SYIP numbers.
DRAFT 2014-2019
SIX-YEAR IMPROVEMENT PROGRAM

Prepared by:
The Hampton Roads Transportation Planning Organization
June 5, 2013
## Draft Six-Year Improvement Program

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<th>Change</th>
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<th>$2.7 b</th>
<th>$1.3 b</th>
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Attachment 14-D
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<th>Description</th>
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# Comparison of Allocations

## Comparison of Total Funding Allocations: All Systems


### Funding Allocation Summary ($ millions)

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<th>Change ³</th>
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<td>$ 545.0</td>
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<td>Culpeper</td>
<td>$ 331.2</td>
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<td>$ 0.7 0.2%</td>
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<td>Fredericksburg</td>
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<td>$(268.5) 148.7%</td>
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<td>Hampton Roads</td>
<td>$ 1,738.3</td>
<td>$ 1,701.7</td>
<td>$(36.6) -2.1%</td>
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<td>Lynchburg</td>
<td>$ 114.8</td>
<td>$ 192.1</td>
<td>$ 77.3 67.4%</td>
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<td>Northern VA</td>
<td>$ 1,131.8</td>
<td>$ 1,208.7</td>
<td>$ 76.9 6.8%</td>
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<td>Richmond</td>
<td>$ 495.4</td>
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<td>$ 279.0 56.3%</td>
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<td>Salem</td>
<td>$ 430.7</td>
<td>$ 533.6</td>
<td>$ 102.9 23.9%</td>
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<td>Staunton</td>
<td>$ 271.2</td>
<td>$ 493.6</td>
<td>$ 222.3 82.0%</td>
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<td>Statewide Projects*</td>
<td>$ 4,120.8</td>
<td>$ 5,366.5</td>
<td>$ 1,245.8 30.2%</td>
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<tr>
<td>Total</td>
<td>$ 9,400.7</td>
<td>$ 11,596.4</td>
<td>$(2,195.7) 23.4%</td>
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| Less GARVEE Debt Service | $ 427.1 | $ 534.4 | $ 107.3 23.3% |
| Net Total             | $ 8,973.6 | $ 11,062.0 | $(2,088.4) 23.3% |

³ *This amount includes the Draft FY 2014-2019 SYIP deduction of the the Hampton Roads Transportation Fund balance entry (UPC T14164).*
DRAFT FY 2014-2019 ALLOCATIONS IMPACTING HAMPTON ROADS

*Allocations for the Route 460 Corridor Improvements project are included under the 'Statewide Projects' category.
EXAMPLES OF SIGNIFICANT FY 2014 ALLOCATIONS IN HAMPTON ROADS DISTRICT

- Dominion Blvd widening and Bridge Replacement: $79.9 M
- DT/MT/MLK Primary Construction: $69.9 M
- DT/MT/MLK Primary Debt Service: $30 M
- Centerville Turnpike Widening: $23.1 M
- Lesner Bridge Replacement: $20.3 M
- George Washington Memorial Highway Widening (YK): $7.8 M
Examples of Significant Allocations in Hampton Roads during the FY 2014-2019 Period

- I-64 widening (NN to WM): $100 M
- Interstate Pavement Rehab: $121.38 M
- Military Highway widening (NO): $54.85 M
- Dominion Blvd widening and Bridge Replacement: $246.82 M
- Lesner Bridge Replacement: $58.03 M
- Atkinson Blvd Construction (PE only in SYIP): $48.78 M
- Holland Rd Corridor Improvements: $40.77 M
- Denbigh Blvd Bridge Replacement over I-64/CSX Railroad: $37.58 M
- Centerville Turnpike Widening: $31.88 M
- Newport News Multimodal Station: $18 M
- Wythe Creek Widening: $14.73 M
- LRT Study (Norfolk Naval Station & VB Oceanfront): Studies & ROW: $14 M
- Skiffes Creek Connector Construction: $13.37 M
- George Washington Memorial Highway Widening (YK): $11.18 M
## HRTPO Priority Projects

### Addressing CTB Priority: Fund Deficient Bridges

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<th>UPC</th>
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<th>Project</th>
<th>Previous Allocations</th>
<th>Draft SYIP FY 2014-2019</th>
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<td>Cost ($m)</td>
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<td>Lesner Bridge Replacement</td>
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<td>102715</td>
<td>Portsmouth</td>
<td>Bridge Replacement - Churchland Bridge</td>
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<td>93081</td>
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<td>Bridge St over Salters Creek</td>
<td>$1.2</td>
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<td>93077</td>
<td>Newport News</td>
<td>Replace Denbigh Blvd Bridge over I-64 and CSX Railroad</td>
<td>$2.4</td>
<td>$40.0</td>
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*Note: Draft SYIP FY 2014-2019 for the above projects.*
## HRPTO Priority Projects

### Addressing CTB Priority: Increase Funding for Preliminary Engineering

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<td>Cost ($m)</td>
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<td>I-64 Capacity Improvements from Newport News to Williamsburg</td>
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<td>NA</td>
<td>Multi</td>
<td>Patriots Crossing or Hampton Roads Bridge Tunnel</td>
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<td>NA</td>
<td>Multi</td>
<td>Richmond-Hampton Roads Passenger Rail Project - Tier 2 EIS (Southside &amp; Peninsula)</td>
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<td>$-</td>
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Required After FY 2019 ($m)

$-
# HRTPo Priority Projects

Addressing CTB Priority: Fund Deficits on Underway Project Phases and/or Accelerate Existing Projects Using Additional Funds

<table>
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<tr>
<th>UPC</th>
<th>Jurisdiction</th>
<th>Project</th>
<th>Previous Allocations</th>
<th>Draft SYIP FY 2014-2019</th>
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<tr>
<td>18968</td>
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<td>I-564 Intermodal Connector</td>
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<td>59175</td>
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<td>Air Terminal Interchange on Intermodal Connector</td>
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<td>60843</td>
<td>York Co</td>
<td>Route 17 - Widen from 4 to 6 Lanes</td>
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<td>$ 63.8</td>
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<td>100937</td>
<td>Suffolk</td>
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<td>1765</td>
<td>Norfolk</td>
<td>Military Hwy at Northampton Blvd: Continuous Flow Interchange</td>
<td>$ 10.4</td>
<td>$ 65.2</td>
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<td>12546</td>
<td>Virginia Beach</td>
<td>Laskin Rd 6 Lane Widening from Republic Rd to Oriole Dr</td>
<td>$ 36.2</td>
<td>$ 93.3</td>
</tr>
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<td>15829</td>
<td>Virginia Beach</td>
<td>Indian River Rd - Upgrade to 4 Lanes (PE only in SYIP)</td>
<td>$ 89.0</td>
<td>$ 6.3</td>
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<td>14601</td>
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<td>Laskin Rd Widen to 6 Lanes Phase III</td>
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<td>$ 26.5</td>
</tr>
<tr>
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<td>Virginia Beach</td>
<td>Elbow Rd - Upgrade to 4 Lanes &amp; Extension (PE only in SYIP)</td>
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<td>$ 68.9</td>
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<td>100200</td>
<td>James City Co</td>
<td>Construct Skiffes Creek Connector from Route 60 to Route 143</td>
<td>$ 10.0</td>
<td>$ 35.0</td>
</tr>
</tbody>
</table>
DRPT FY 2014-2019 DRAFT ALLOCATIONS

Highlights

- $43.8 million beginning in FY 2014 for intercity passenger rail operations and capital (IPROC)
- $79.9 million for the improvements to the Norfolk Amtrak service to accommodate 2 more trains
- 27% increase in annual revenues to the Mass Transit Trust Fund
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)
- Delcenio 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)
- Robert Gey (Vice Chair, VB)
- Steve Froncillo (Alternate, CH)
- Mark Shea (CH)
- Earl Sorey (CH)
- Anne Ducey-Ortiz (GL)
- Paul Holt (JC)
- Jackie Kassel (NN)
- Tom Slaughter (NN)
- Robert Brown (NO)
- Jeff Raliski (NO)
- Susan Wilson (PO)
- scott Mills (SU)
- Phil Pullen (VB)
- Gary Walton (CH)
- Emily Gibson (GL)
- Christopher Perez (GL)
- Michael Stallings (IW)
- Peter Stephenson (IW)
- Allen J. Murphy, Jr. (JC)
- Ivan Rucker (FHWA)
- Kendall Miller
- Sam Belfield
- Brian Chenault
- Kathlene Grauberger
- Mike Kimbrel

**TTAC Voting Members Absent:**
- Tammy Rosario (JC)
- James Wright (PO)
- Ellen Roberts (PQ)
- Debbie Vest (PQ)
- Kevin Wyne (PQ)
- Robert Lewis (SU)
- Daniel Clayton (WM)
- Steve Martin (WM)
- J. Mark Carter (YK)
- Al Maddalena (YK)
- Jim Ponticello (VDOT)

**TTAC Nonvoting Members In Attendance:**
- Wendy Vachet (Navy)

**TTAC Nonvoting Members Absent:**
- Tony Cho (FTA)

**HRTPO Staff:**
- Kendall Miller
- Jessica Nappi
- Keith Nichols
- Pavithra Parthasarathi
- Joe Paulus
- Camelia Ravanbakht
- Chris Wichman

**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.
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.

### Table: TAP Request and HRTPO Allocations

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<th>Jurisdiction</th>
<th>Project</th>
<th>TAP Request</th>
<th>HRTPO</th>
<th>CTB</th>
<th>Balance</th>
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<td><strong>$1,619,430</strong></td>
<td><strong>$385,570</strong></td>
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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 Schnaufer 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)
- Robert Gey (Vice Chair, VB)
- Steve Froncillo (Alternate, CH)
- Earl Sorey (CH)
- Anne Ducey-Ortiz (GL)
- Lynn Allsbrook (HA)
- Keith Cannady (HA)
- John Yorks (HA)
- Paul Holt (JC)
- Tammy Rosario (JC)
- Jackie Kassel (NN)
- Tom Slaughter (NN)
- Robert Brown (NO)
- Dale Castellow (NO)
- Jeff Raliski (NO)
- Susan Wilson (PO)
- James Wright (PO)
- Sherry Earley (SU)
- Robert Lewis (SU)
- Scott Mills (SU)
- Phil Pullen (VB)
- Mark Schnaufer (VB)
- Reed Nester (WM)
- Tim Cross (YK)
- Emily Stock (DRPT)
- Keisha Branch (HRT)
- Jim Ponticello (VDOT)
- Stephen Rowan (VDOT)
- Eric Stringfield (VDOT)
- Kevan Danker (WATA)

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

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

**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 added 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.

<table>
<thead>
<tr>
<th>Agency – Project Name</th>
<th>Allocated Amount</th>
<th>FTA Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Black &amp; White Cabs of Norfolk – 5 Replacement ADA Taxicabs</td>
<td>$144,979</td>
<td>NF</td>
</tr>
<tr>
<td>2 Black &amp; White Cabs of Virginia Beach – 6 Replacement ADA Taxicabs</td>
<td>$173,735</td>
<td>NF</td>
</tr>
<tr>
<td>3 Senior Services of Southeastern Virginia – 10 Passenger ADA Van Technology</td>
<td>$40,000</td>
<td>NF</td>
</tr>
<tr>
<td>4 Guardian Angel Medical Transport, Inc – 4 ADA Compliant Vehicles</td>
<td>$117,757</td>
<td>NF</td>
</tr>
<tr>
<td>5 Hampton Roads Transit – Military Transfer Center</td>
<td>$49,089</td>
<td>NF</td>
</tr>
<tr>
<td>6 Norfolk Redevelopment &amp; Housing Authority – Mobility Improvement Transportation Program</td>
<td>$165,619</td>
<td>NF</td>
</tr>
</tbody>
</table>
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.
ITEM #16: FOR YOUR INFORMATION

16A. ADVOCACY ADVANCE: NAVIGATING MAP-21 WORKSHOP

The HRTPO, along with the Tidewater Bicycle Association (TBA), will host a one-day “Navigating MAP-21 Workshop” in 2013 focused on Active Transportation. The workshop will be held in the HRTPO’s Regional Board Room on August 8, 2013.

The focus of these workshops is to teach participants how to maximize funding in the new Transportation Alternatives (TA) program under MAP-21 for bike/pedestrian projects at the state and local levels.

The confirmed keynote speakers for this event include:

- The Honorable William D. Sessoms, Jr., Mayor, City of Virginia Beach
- The Honorable Clyde Haulman, Mayor, City of Williamsburg

Advocacy Advance has set up a registration page for this event on its website [http://www.advocacyadvance.org/trainings/registration/chesapeake-va](http://www.advocacyadvance.org/trainings/registration/chesapeake-va) and registration for this event is now open.

16B. CERTIFICATES OF APPRECIATION

Attached are two Certificates of Appreciation for Mr. Brian Chenault, HRTPO Community Outreach Planner for his contribution to the March 22, 2013 Career Pathways in Newport News and the April 26, 2013 Achievable Dream Middle/High School Career Day.

Attachment 16-B
Certificate of Appreciation

Brian Chenault

Thank you for everything you do to support Career Pathways and the students of Newport News!

Anne Neve
Career Pathways Facilitator

March 22, 2013
Date

Bobby Surry
Principal

Menchville High School

Newport News Public Schools
Smart, Safe Schools!
Certificate of Appreciation

THIS CERTIFICATE IS AWARDED TO

Mr. Brian Chenault
Hampton Roads Transportation Planning Organization

IN RECOGNITION OF VALUABLE CONTRIBUTIONS TO
The 2013 AADM/H School Career Day

An Achievable Dream Middle/High Counseling Department
April 26, 2013
An Achievable Dream Middle/High School
ITEM #17: OLD/NEW BUSINESS