

**AGENDA ITEM #5: SUMMARY MINUTES OF THE APRIL 10, 2014 CTAC MEETING**

**SUBJECT:**

Summary Minutes of the April 10, 2014 CTAC meeting.

**BACKGROUND:**

Summary Minutes of the Citizen Transportation Advisory Committee meeting held on April 10, 2014.

Attachment 5

**RECOMMENDED ACTION:**

Approve the minutes.

**Summary Minutes of the  
HRTPO Citizen Transportation  
Advisory Committee (CTAC) Meeting  
April 10, 2014**

The HRTPO Citizen Transportation Advisory Committee (CTAC) Meeting was called to order at 12:08 p.m. in the Regional Building Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**HRTPO CTAC Members in Attendance:**

Shepelle Watkins-White, Chair (CH)  
Bernie Whitlock (CH)  
Philip Olekszyk (GL)  
Michael Jones (IW)  
Don Cherry (JC)  
Carlton Hardy (NN)  
Yukari Hughes (NN)

Randy Lougee (NO)  
Theresa Danaher (PO)  
Kirsten Tynch (PO)  
Angie Bezik (VB)  
Delceno Miles (VB)  
Dewey Hurley (WM)

**HRTPO CTAC Members Absent:**

John Kish (CH)  
Teresa Schmidt (HA)  
William Christopher (NO)  
Robbyn Gayer (NO)  
James Openshaw (NO)

Barry Dunn (PQ)  
Greg Edwards (VB)  
Casey Funk (VB)  
Allan Parrott (VB)  
Henry Lewis (YK)

**HRTPO Staff:**

Dwight Farmer  
Camelia Ravanbakht  
Kendall Miller  
Arkopal Goswami

Keith Nichols  
Brian Miller  
Brian Chenault

**Resolution of Condolence**

This item was deferred until the arrival of Mr. Howard Manly's family.

**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. Delceno Miles Moved to approve the agenda as written; seconded by Ms. Kirsten Tynch. The Motion Carried.

## **Summary Minutes of January 9, 2014 CTAC Meeting**

Chair Watkins-White asked for any additions or corrections to the January 9, 2014 minutes. Hearing none, Ms. Miles Moved to approve the minutes as written; seconded by Ms. Angie Bezik. The Motion Carried.

## **Legislative Briefing and HRPDC/HRTPO/HRTAC Organizational Structure and Succession Planning**

Mr. Dwight Farmer, HRTPO Executive Director, reported the Hampton Roads Transportation Fund (HRTF) was established in 2013 from General Assembly House Bill 2313. Revenues from the HB2313 legislation are to be used solely for new construction projects on new or existing roads, bridges, and tunnels that provide the greatest impact on reducing congestion in the localities comprising Planning District 23.

Revenues from the HB2313 legislation will be derived from a 0.7% local sales tax and a 2.1% fuels sales tax with the following revenues available to Hampton Roads over the next 20 years:

- \$2.7 billion available from the Statewide additional funding beginning FY 2021
- \$5.45 billion available from the Regional funds for HRTF
- \$8.15 billion estimated total revenue available to Hampton Roads over the next 20 years

Mr. Farmer stated the HRTPO Board approved the use of HRTF revenues, as prescribed in HB2313, to fund regionally significant projects through HRTPO Board Resolution 2013-06. One month later, the HRTPO Board approved HRTPO Board Resolution 2013-07, supporting the nine HRTF candidate projects. At its January 16, 2014 Board Meeting, the HRTPO approved the allocation of \$44 million in HRTF revenues to the I-64 Peninsula Widening – Segment 1 project.

During the 2014 General Assembly session, SB513 and HB1253 created the Hampton Roads Transportation Accountability Commission (HRTAC). HRTAC will:

- Give priority to those projects that are expected to provide the greatest impact on reducing congestion for the greatest number of citizens in PDC 23
- Ensure that the moneys shall be used for such construction projects
- Serve as the financing planning entity of HB2313 HRTF funds with the ability to issue bonds and other evidences of debt and the ability to set toll rates

Per HB1253, HRTAC will be composed of the following members:

- Chief Elected Officers
- Delegates (3)
- Senators (2)
- Non-voting ex officio members
  - CTB Member
  - DRPT Director (or designee)
  - Commission of Highways (or designee)
  - VPA Executive Director (or designee)

Mr. Philip Olekszyk asked for clarification regarding the cost of Segment 1 of the I-64 Peninsula Widening project. Mr. Farmer replied that the State has obligated \$100 million and the HRTPO Board approved the remaining \$44 million for a project total of \$144 million.

Ms. Randy Lougee inquired as to whether the region's Mayors and Board of Supervisor Chairs would still comprise the HRTPO Board. Mr. Farmer replied affirmatively, and stated elected officials are voting members of the HRTPO Board and the composition of the Board will not change.

Ms. Lougee asked whether the HRTPO and HRTAC Board will have the same members. Mr. Farmer replied affirmatively. The HRTAC will be autonomous from both the HRPDC and the HRTPO. He noted they may share an Executive Director, dependent on HRTAC's decision.

Mr. Dewey Hurley questioned whether Hampton Roads would receive its fair share of traditional transportation funding once the new legislation went into effect. Mr. Farmer replied that the traditional funds were still formula driven and CTB members would watch carefully in order to ensure that the region received such funds.

Mr. Olekszyk asked if HRTAC will prioritize the projects. Mr. Farmer stated he has recommended that all nine HRTF projects "come out of the gate" together; however, in terms of implementation, HRTAC will work with VDOT to determine the order in which the projects will be constructed.

Ms. Theresa Danaher inquired as to how HRTAC staff costs will be handled. Mr. Farmer replied there will likely be a Memorandum of Understanding (MOU) between the HRTPO and HRTAC in that regard with HRTAC charging against HRTF revenue. Secretary Layne has assured him that any HRTPO expenditures in regard to HRTAC after July 1 can be charged to the HRTF. He indicated that the localities will have no additional assessments regarding HRTAC.

Dr. Camelia Ravanbakht stated that Secretary Layne informed HRTPO staff that HRTAC must draft a budget and any HRTPO staff reimbursement will be included.

At this time, Chair Watkins-White, on behalf of CTAC, presented Mr. Farmer with a Resolution of Appreciation for his time and dedication to the Committee. Mr. Farmer expressed his gratitude to the Committee and stated that upon becoming Executive Director, one of his first goals was to implement CTAC and allow citizens to speak before the HRTPO Board.

### **Commonwealth Connector (Route 460): Update**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that on March 14, 2014, Transportation Secretary Aubrey Layne announced contract and permit work had been temporarily suspended on the Route 460 project while the Virginia Department of Transportation (VDOT) continues the needed environmental reviews. He noted the Commonwealth's continued commitment to moving forward on Route 460 corridor improvements.

During the March 20, 2014 meeting, the HRTPO Board adopted a Resolution of Support for the Commonwealth Connector (Route 460). The Resolution came as a result of a motion adopted by the Isle of Wight County Board of Supervisors at its meeting on February 20, 2014 authorizing a letter be sent from its Chairman to the HRTPO requesting its adoption of a Resolution of Support for Route 460.

HRTPO Board Resolution 2014-02 was transmitted to Governor Terry McAuliffe, Secretary of Transportation Aubrey Layne, VDOT Commissioner Charles Kilpatrick, VDOT Hampton Roads District Administrator James Utterback, and the Commonwealth Transportation Board (CTB).

Mr. Carlton Hardy inquired as to why the impacted wetlands were missed in the initial study. Dr. Ravanbakht replied the original Final Environmental Impact Statement (FEIS) concluded 125 acres would be impacted; however, the Army Corps of Engineers has since changed the definition of "wetland" and the maps utilized in the FEIS were outdated.

Dr. Don Cherry Moved that a resolution be drafted by CTAC in support of Route 460; seconded by Mr. Bernie Whitlock.

Ms. Danaher noted she was not comfortable endorsing the project without additional information.

Mr. Whitlock stated the HRTPO Board drafted a resolution of support and indicated CTAC should proceed in drafting its own resolution.

Dr. Cherry inquired as to the cost comparison of constructing Route 460 versus adding another tube to the Hampton Roads Bridge Tunnel (HRBT) and the widening of I-64. Mr. Farmer replied that the previous State Administration embarked upon the Route 460 project based on economic opportunities for the Port of Virginia. He stated there is also an evacuation issue if the Route 460 is not constructed.

Chair Watkins-White recited HRTPO Resolution 2014-02 to CTAC members and noted that it supports the project and the preservation of the allocated funding.

Regarding the motion on the floor, The Motion Carried with Mr. Michael Jones and Ms. Danaher voting in opposition.

### **HRTPO Prioritization Process 2040 LRTP Status Update Public Involvement for the 2040 LRTP Draft Candidate Projects**

Dr. Arkopal Goswami, HRTPO Principal Transportation Engineer, reported that as the region's Metropolitan Planning Organization (MPO), one of the five core functions of the HRTPO is to develop, approve, and maintain a fiscally-constrained Long-Range Transportation Plan (LRTP). The LRTP serves as the blueprint for the region's multimodal transportation development and identifies all regionally significant transportation projects for the Hampton Roads metropolitan planning area.

Since the LRTP is developed over a four year period, each year accounts for a different milestone:

- Year 1 – Establish Plan Horizon, Identify Neighborhood Characteristics and Outreach Strategies
- Year 2 – Develop Vision and Goals, Develop Socioeconomic Forecast, Collect Candidate Projects
- Year 3 – Environmental Coordination, Prioritization Evaluation, Environmental Justice Evaluation, Develop Financial Plan
- Year 4 – Draft Fiscally-Constrained List for Public Review and Comment, Conduct Air Quality Conformity, Public Review and Comment of Draft LRTP

Dr. Goswami stated that currently, the 2040 LRTP is in the third year of the development process with anticipated HRTPO Board approval in January 2016.

Over the past nine months, HRTPO staff has been compiling the list of candidate projects for the 2040 Long-Range Transportation Plan (LRTP). This list used the 2034 LRTP projects as a base, which then expanded to include public input received via the 2040 LRTP Visioning Survey as well as locality input received through work with the LRTP Subcommittee.

He noted the candidate projects consist of highway, transit, and active transportation candidate projects which include:

- 9 Hampton Roads Transportation Fund (HRTF) projects
- 51 projects from the 2034 LRTP
- 85 projects submitted by localities
- 56 projects suggested by the public via the Visioning Survey

Mr. Brian Chenault, HRTPO Community Outreach Planner, reported that the HRTPO's Public Involvement Plan for the Draft Candidate Projects is specified as one aspect of the update of the 2040 LRTP, and outlines the public involvement process for educating the public on the Draft Candidate Projects and engaging their feedback and opinions. Subsequent phases of the LRTP will be vetted to the public so as to inform the public, and gain their input and perspective on those subsequent phases.

He indicated the 2040 LRTP public involvement outreach included:

- LRTP Survey
- Social Media and Email
- Public Meetings in Poquoson and Chesapeake
- Advertising
- HRTPO and Partner Websites

He stated that HRTPO staff is presenting the 2040 LRTP public outreach to TTAC, FTAC, and CTAC and a webpage has been created on the HRTPO website dedicated to this outreach.

Mr. Chenault commented that although the HRTPO makes every effort to achieve the requirements of Environmental Justice (EJ) in all of its planning and program activities, a concentrated effort is made to further seek input from traditionally disadvantage populations and other EJ-target groups. Such efforts include:

- Expanding the HRTPO mailing list
- Adapting advertising for ease of understanding
- Adapting public meeting times and locations for accessibility
- Offering a language translator on the HRTPO website
- Translating and posting public notices and public comment opportunities on social networking sites

He outlined the upcoming schedule of events and stated the May 15, 2014 HRTPO Board Agenda will include the recommended approval of the Draft Candidate projects.

Ms. Kendall Miller noted that it was important for CTAC members to disseminate the LRTP information by attending one of the public meetings, posting on Facebook, or word of mouth.

Dr. Cherry asked whether another LRTP public meeting would be scheduled in the near future. Ms. Miller replied that the LRTP process will continue for 15 months and noted that HRTPO staff will conduct a Draft Transportation improvement Program (TIP) public meeting in Williamsburg.

### **Resolution of Condolence**

Chair Shepelle Watkins-White presented a Resolution of Condolence to the family of Mr. Howard Manly, an original CTAC Member, for his service and dedication to the Committee.

## **MT/DT/MLK Commuter Survey and Traffic Impacts Midtown and Downtown Tunnels Toll Survey Part I: Pre-Tolling Report and Findings**

Ms. Kendall Miller, HRTPO Public Involvement & Title VI Administrator, reported that during the January 16, 2014 meeting, the HRTPO Board approved the authorization to procure the services of Christopher Newport University (CNU) to conduct a two-part Commuter Toll Pattern Survey.

Ms. Miller stated the goal of Part I was to assess the public's views and anticipated behavior in light of the implementation of tolling on the Midtown and Downtown Tunnels. The data and analysis focus on commuting experiences, knowledge and views of tolls on the Midtown and Downtown tunnels, anticipated changes to commuting patterns, and knowledge and use of the E-ZPass system. The study dates were January 26 – 31, 2014.

Data was collected from a random sample telephone survey of 601 residents of the Cities of Norfolk, Portsmouth, Chesapeake, Suffolk, and Virginia Beach, including landline and cell phones. The maximum margin of error for the overall survey is +/- 3.9%. Data was weighted using the HRTPO Travel Demand Model to reflect as closely as possible the locality of residence of drivers using the Midtown and Downtown Tunnels.

Key findings include:

- Commuting Experiences – The vast majority of residents drive; a third commute through one or both tunnels and nearly two-thirds of them do so during peak hours.
- Views on Tolls – Residents are slightly more supportive of tolls than opposed; tolling was the most popular option for paying for transportation improvements in Hampton Roads.
- Knowledge of Tolls – Residents think a reasonable toll for cars and light trucks is \$0.77 and for commercial heavy trucks is \$1.75; split on whether current toll for cars and light trucks is too high.
- Anticipated Changes to Driving Habits – Few say they will change where they live to avoid tolls, but majority say they will change their commute or where they travel to avoid them.
- Issues Related to E-ZPass – Most residents have heard about E-ZPass; majority have opened an account or say they do not need one. Most employers not helping with toll costs.

Ms. Miller suggested CTAC members submit questions for consideration to be included in Part II of the study. Chair Watkins-White requested Ms. Miller transmit an email to CTAC members as a reminder.

Ms. Yukari Hughes asked whether the survey accounted for the participants' geographic information. Ms. Miller replied the survey did not ask the participants their exact address; however, phone numbers were provided and charted which staff used to determine commuting patterns.

Ms. Danaher requested that Question 8 within Ms. Miller's presentation regarding the support of MT/DT/MLK/ tolls be divided by locality. Ms. Miller stated she would refer the suggestion to Dr. Quentin Kidd of Christopher Newport University who conducted the study.

Mr. Farmer recommended Ms. Danaher submit her request in writing.

Mr. Hardy expressed concern that Peninsula commuters were not included in the study. He stated he has since changed his commuter pattern and believed others on the Peninsula would do so as well.

### **MT/DT/MLK Commuter Survey and Traffic Impacts Midtown and Downtown Tunnels: Traffic Impacts**

Mr. Keith Nichols, HRTPO Senior Transportation Engineer, reported that on February 1, 2014, tolls were implemented at the Downtown and Midtown Tunnels. The HRTPO staff analyzed the impact these tolls had on traffic volumes at those facilities as well as the Gilmerton Bridge and High Rise Bridge. Pre-toll conditions from both 2013 and January 2014 were compared with each of the four weeks in February's post-toll conditions. Data from January 14th - 16th was used since the last two weeks in January were impacted by inclement winter weather. Data was not used for the High Rise Bridge or the Gilmerton Bridge in 2013 since it was not available prior to 2014 for the High Rise and the Gilmerton was under construction.

Midtown Tunnel pre- and post-tolling traffic impact results are as follows:

- Pre-Tolling - Week of January 14th - 41,000 vehicles
- Post-Tolling - First Week of February - 34,300 vehicles
- Post-Tolling - Last Week of February - 35,000 vehicles

Downtown Tunnel pre- and post-tolling traffic impact results are as follows:

- Pre-Tolling - Week of January 14th - 85,000 vehicles
- Post-Tolling - First Week of February - 65,000 vehicles
- Post-Tolling - Last Week of February - 71,000 vehicles

Mr. Nichols stated key findings from the study include:

- Weekday volumes were down 23% at the Downtown Tunnel and 16% at the Midtown Tunnel the week after tolls were implemented, but have increased slightly.
- Weekday volumes jumped 16% at the High Rise Bridge and 34% at the Gilmerton Bridge the week after tolls were implemented, and have largely remained steady through the end of February.
- Volume changes at the crossings have been much larger in the off peak travel periods.
- HRTPO staff will continue to monitor the changes.

Ms. Danaher expressed her interest in obtaining data on how many vehicles use the tunnel after 8:00 p.m. Mr. Nichols replied that data will be taken into account.

Dr. Cherry inquired as to the status of congesting pricing in the region. Mr. Farmer replied congesting pricing is a political issue and suggested the discussion, along with the study's results, be taken to the next level. He indicated Secretary Layne has expressed interest in using tolls as a demand management tool.

Mr. Farmer inquired as to whether an increase in the daily volume of vehicles would create severe congestion. Mr. Nichols replied that 70,000 vehicles per day is the figure generally needed to operate a facility without daily congestion. He indicated that currently, the Monitor Merrimac Bridge Tunnel is approaching this number and congestion is being seen on a daily basis. The HRBT normally carries 85,000 vehicles a day during this time of year so a reduction of 10,000 vehicles would be needed to operate without daily congestion. He noted that in the summer months, HRBT traffic usually hits 95,000 vehicles per day.

Mr. Farmer indicated that the Downtown Tunnel has seen an estimated 15% reduction in volume and severe congestion has diminished; however, the same is not true for the Midtown Tunnel which has seen only a modest amount of traffic reduction.

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

Chair Watkins-White noted the future agenda items for the July 2014 CTAC meeting as outlined in the Agenda packet.

### **Adjournment**

With no further business to come before the Citizen Transportation Advisory Committee, the meeting adjourned at 2:14 p.m.