

**AGENDA ITEM #7: MINUTES**

Summary minutes of the TTAC meeting held on October 5, 2016 are attached.

Attachment 7

**RECOMMENDED ACTION:**

Approve the minutes.

**Summary Minutes of the HRTPO Transportation  
Technical Advisory Committee (TTAC) Meeting  
October 5, 2016**

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

**TTAC Voting Members in Attendance:**

Robert Gey (Chair, VB)	Jackie Kassel (NN)	Brian Solis (VB)
Steve Froncillo (CH)	Bryan Stilley (NN)	Carolyn Murphy (WM)
Steve Lambert (CH)	Thelma Drake (NO)	Tim Cross (YK)
Earl Sorey (CH)	Jeff Raliski (NO)	Jitender Ramchandani (DRPT)
Brian Lewis (GL)	Brian Fowler (Alternate, NO)	Keisha Branch (Alternate, HRT)
Lynn Allsbrook (HA)	James Wright (PO)	Dawn Odom (VDOT)
Angela Rico (Alternate, HA)	Anne Payne (PQ)	Stephen Rowan (VDOT)
John Yorks (HA)	Sherry Earley (SU)	Eric Stringfield (VDOT)
Dennis Carney (IW)	LJ Hansen (SU)	Jeff Florin (VPA)
Richard Rudnicki (IW)	Robert Lewis (SU)	Barbara Creel (Alternate, WATA)
Paul Holt (JC)	Phil Pullen (VB)	
Britta Ayers (NN)		

**TTAC Voting Members Absent:**

Garrey Curry (GL)	Robert Brown (NO)	Dan Clayton III (WM)
Anne Ducey-Ortiz (GL)	Ellen Roberts (PQ)	Aaron Small (WM)
Keith Cannady (HA)	Debbie Vest (PQ)	J. Mark Carter (YK)
Jamie Oliver (IW)	Tammy Rosario (JC)	Ray Amoruso (HRT)
Tammy Mayer Rosario (JC)		

**TTAC Nonvoting Members in Attendance:**

Rhonda Murray (NAVY)

**TTAC Nonvoting Members Absent:**

Ivan Rucker (FHWA)	Ryan Long (FTA)
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**HRTPO Staff:**

Sam Belfield	John Mihaly	Leonardo Pineda, II
Rob Case	Kendall Miller	Camelia Ravanbakht
Kathlene Grauberger	Keith Nichols	Dale Stith
Theresa Jones	Joe Paulus	Beth Vandell
Mike Kimbrel		

**Others Recorded Attending:**

Donna Sayegh (Citizen); Susan Wilson (PO); Jeff Holland (CBBT); Karen McPherson (McPherson Consulting); Jordan Pascale (Virginian-Pilot); Phil Lohr (WSP/Parsons Brinckerhoff); Kirsten Tynch (VHB); Jim Long (RK&K); Bill Cashman (AECOM); Frank Papcin (CTAC); Angela Biney, Carl Jackson, (VDOT); Kevin Page (HRTAC); Mode 5 Representative; Mike Long, Chris Vaigneur (HRPDC Staff)

## **Introductions**

Dr. Camelia Ravanbakht announced staff changes at HRTPO: Ms. Kathlene Grauberger has transitioned into a Transportation Planner position at the HRTPO, and Ms. Beth Vandell is assuming Ms. Grauberger's former responsibilities as Administrative Assistant. Mr. Jeff Raliski announced Mr. Brian Fowler, Assistant City Transportation Engineer for the City of Norfolk, was sitting in for Mr. Robert Brown.

## **Public Comment Period**

Mr. Frank Papcin, Virginia Beach Citizen, addressed TTAC regarding the Hampton Roads Crossing Study (HRCS) Supplemental Environmental Impact Statement (SEIS).

Ms. Donna Sayegh, Portsmouth Citizen, addressed TTAC regarding the HRCS-SEIS and toll lanes.

## **Submitted Public Comments**

There were no submitted public comments in the agenda packet.

## **Comments and Updates from State and Federal Agencies and the Military**

Ms. Dawn Odom, District Planning and Investment Manager for the Virginia Department of Transportation, reported that the SMART SCALE application process closed on October 3, 2016, stating 405 applications had been received from across the state, 57 of which are from the Hampton Roads region. She also noted that the validation process would be starting and complete by November 1, 2016.

There were no comments from the Department of Rail and Public Transportation (DRPT).

There was no representative present from the Federal Highway Administration (FHWA).

Mr. Jeff Florin, of the Virginia Port Authority (VPA) thanked the City of Norfolk and VDOT for working with VPA on a SMART SCALE application for the Terminal Boulevard project.

There were no comments from the Navy.

## **Approval of Agenda**

Chair Robert Gey asked for additions or deletions to the TTAC Agenda. Hearing none, Mr. Lynn Allsbrook Moved to approve the Agenda as written; seconded by Mr. Jeff Florin. The Motion Carried.

## **Summary Minutes**

Chair Gey reported that the TTAC summary minutes from the September 7, 2016 meeting were included in the October 5, 2016 TTAC Agenda Packet. Chair Gey asked for any additions or

corrections to the minutes. Hearing none, Mr. Tim Cross Moved to approve the minutes as written; seconded by Mr. Bryan Stilley. The Motion Carried.

### **HRCS-SEIS: HRTAC Funding Plan**

Mr. Kevin Page, HRTAC Executive Director, briefed the TTAC on potential funding scenarios for the four project alternatives (A-D) included in the HRCS-SEIS, developed by the HRTAC Funding Strategies Advisory Committee (FSAC). Each of the scenarios incorporate HRTAC projects underway or committed. Costs for each of the alternative scenarios were derived from the SEIS drafted by VDOT in August 2016, and given in 2016 dollars with a 40 percent contingency and 2.5 percent inflation rate. Each of the options are funded by sources including HRTF Senior Lien Bonds, HRTF Junior Lien Bonds, a TIFIA Loan, VDOT funds, and HRTAC Pay-Go Funds.

Mr. Page noted several observations by HRTAC for each of the scenarios, detailed below:

- The accelerated Hampton Roads Transportation Fund (HRTF) bonding and bifurcated credit structure improves financial feasibility.
- Selected scenarios for Alternatives A and B-3 work within the 2040 Fiscally-Constrained Long-Range Transportation Plan (LRTP) as adopted by the HRTPO.
- Selected scenarios for Alternatives B-1, B-2, C, and D do not work within the 2040 LRTP as adopted by the HRTPO.
- Outcomes of these alternatives vary based upon on the use of High-Occupancy Toll (HOT) lanes, sequencing of other projects, and funding mechanisms.

Below are further details for each of the alternatives:

- Alternative A:
  - Includes improvements to I-64 between I-664 and I-564, improvements to the HRBT would be largely confined to existing right of way
  - Cost: \$3.3 billion
  - Can be completed under the approved 2040 LRTP without impact to other projects
- Alternative B:
  - I-64/HRBT, I-564, I-564 Connector, Route 164 Connector, Route 164
  - Cost: \$6.6 billion
  - Some LRTP projects may be deferred past 2040
- Alternative C:
  - I-664, I-664/I-564 Connectors, I-564, and Route 164 Connector
  - Includes transit-only lanes
  - Cost: \$12.5 billion
  - Only the I-564/I-664 Connectors can be completed by 2040. MMMBT is deferred until after 2040. I-64/Southside/High-Rise Bridge Phase II, Rt. 460/58/13 Connector, and the Ft. Eustis Boulevard Interchange would be deferred past 2040 until after SEIS Alternative C is completed.

- Alternative D:
  - Includes all components of Alternatives B and C but applies a more narrow footprint than Alternative C
  - Does not include transit lanes
  - Cost: \$11.9 billion
  - Each of the segments of Alternative D could not be completed by 2040, though some can. If Alternative D is chosen, Alternative B may be completed by 2040 if other sequences are deferred until after 2040.

## **HRCS-SEIS: Status Report**

Dr. Camelia Ravanbakht provided an update of the technical evaluation of the HRCS-SEIS by HRTPO staff. She noted three primary observations: demand will remain strong for the I-64/HRBT Corridor; growth is moving to the southwest portion of the region; and there is a need to address the emerging traffic patterns associated with this southwest shift.

Dr. Ravanbakht also provided the following details for each HRCS-SEIS Alternative:

### Alternative A:

- Impacts
  - Property takes: 9 residential, 0 commercial, 2 community facilities
  - 8 acres of wetland impacts
- Benefits
  - Increased capacity along the I-64 HRBT corridor for daily, military, port, and evacuation traffic
  - Transit capacity improved along I-64 corridor
  - Addresses geometric deficiencies along the I-64 HRBT corridor
- Issues/Risks
  - Port and Navy have stated Alternative A does not meet their respective elements of the Purpose and Need

### Alternative B:

- Impacts
  - Property takes: 9 residential, 0 commercial, 3 community facilities
  - 73 acres of wetland impacts (can be reduced by meeting security needs along Craney Island)
- Benefits
  - Increased capacity along the I-64, I-564, VA-164, for daily, military, port, and evacuation traffic
  - Transit capacity improved with new connections across Hampton Roads
  - Addresses geometric deficiencies along the I-64 and other corridors
- Issues/Risks
  - Alignment along Craney Island will need to be elevated to meet Army Corps, Navy, and Coast Guard security needs. Specific height or other requirements may need additional design to identify

#### Alternative C:

- Impacts
  - Property takes: 11 residential, 5 commercial, 4 community facilities
  - 112 acres of wetland impacts (can be reduced by meeting security needs along Craney Island)
- Benefits
  - Increased capacity along the I-664 and I-564 for daily, military, port, and evacuation traffic
  - New direct connection between I-64 and I-664
  - Transit capacity improved with new “transit-only” lanes on I-664, I-564
  - Addresses geometric deficiencies along multiple corridors
  - Provides new connection to port and military facilities
- Issues/Risks
  - I-64/HRBT corridor not addressed
  - New over-water bridge would interfere with Craney Island operations – requirement for continued, unconstrained access to be determined during detailed design
  - Alignment along Craney Island will need to be elevated to meet Army Corps, Navy, and Coast Guard security needs. Specific height or other requirements may need additional design to identify

#### Alternative D:

- Impacts
  - Property Takes: 20 residential, 4 commercial, 5 community facilities
  - 120 acres of wetland impacts (can be reduced by meeting security needs along Craney Island)
- Benefits
  - Increased capacity along the I-64, I-564, VA-164, I-664 for daily, military, port, and evacuation traffic
  - New direct connection between I-64 and I-664
  - Transit capacity improved with new connections across Hampton Roads
  - Addresses geometric deficiencies along I-64 and other corridors
  - Provides two new connections to port and military facilities
- Issues/Risks
  - New over-water bridge would interfere with Craney Island operations – requirement for continued, unconstrained access to be determined during detailed design
  - Alignment along Craney Island will need to be elevated to meet Army Corps, Navy, Coast Guard security needs. Specific height or other requirements may need additional design to identify
  - Highest wetland impacts

Dr. Ravanbakht explained the status and timeline of the HRCS-SEIS. At the September 20, 2016 meeting of the Commonwealth Transportation Board (CTB), VDOT staff was directed to submit Alternative B as the Preferred Alternative to the U.S. Army Corps of Engineers (USACE) for a Preliminary Least Environmentally Damaging Practicable Alternative (LEDPA). On September 27, 2016, VDOT submitted its recommendation to the USACE.

Moving forward, Dr. Ravanbakht noted that on October 20, 2016, the HRTPO Board will be briefed on input received from public agencies' comments on the Draft SEIS, as well as the HRTAC Plan of Finance. It is anticipated that the HRTPO Board, during its November 17, 2016 meeting, will select a preferred alternative to recommend to the CTB.

### **Election of Officers**

Mr. Lynn Allsbrook, TTAC Nominating Subcommittee Chair, reported that the Subcommittee has recommended Mr. Paul Holt and Ms. Sherry Earley for the positions of Chair and Vice-Chair, respectively. Mr. Allsbrook Moved to elect Mr. Holt and Ms. Earley to their respective positions; seconded by Mr. Earl Sorey. The Motion Carried.

### **FY 2015-2018 TIP Amendment (UPC T15554): CBBT**

Mr. Jeff Holland, Executive Director of the Chesapeake Bay Bridge and Tunnel (CBBT) Commission, reported that CBBT is requesting to amend the FY2015-2018 Transportation Improvement Program (TIP) to reflect an updated cost estimate, project description, and planned obligations/allocations on one project as follows:

- Chesapeake Bay Bridge and Tunnel Parallel Thimble Shoal Tunnel (UPC T15554)
  - Increase total cost estimate from \$819,767,442 to \$924,790,000
    - Updated Construction (CN) cost estimate: \$924,790,000
  - Modify project description to delete the word “box” from the description of the two-lane concrete tunnel.
  - Add the following obligations/allocations (Total \$789,321,926)
    - FY Previous: \$295,043 CBBT General
    - FY 2015: \$2,186,997 CBBT General
    - FY 2016: \$3,933,583 CBBT General
    - FY 2017: \$39,382,653 CBBT General
    - FY 2017: \$73,555,221 TREV
    - FY 2017: \$352,426,677 TIFIA
    - FY 2018: \$262,240,187 CBBT TREV
    - FY 2018: \$9,430,890 VTIB
    - FY 2018: \$45,870,675 CBBT General

Mr. Holland also provided the Committee with a video presentation on the Parallel Thimble Shoal Tunnel Project, detailing construction techniques and a timeline with an estimated completion date of October 1, 2022.

Ms. Thelma Drake Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Jeff Florin. The Motion Carried.

## Transportation Alternatives Program Project Proposals

Mr. John Mihaly, HRTPO Transportation Analyst II, reported on Transportation Alternatives (TA) Set-Aside project proposals received from localities. TAP, established under MAP-21, provides funding for a variety of transportation activities that were previously eligible for funding under separate programs under SAFETEA-LU, including Transportation Enhancements (TE), Recreational Trails, and Safe Routes to School. The VDOT Local Assistance Division (LAD) coordinates the TAP in Virginia.

The Fixing America's Surface Transportation (FAST) Act folded the TAP program into the Surface Transportation Block Grant Program (STBGP) as a "Set-aside" capped at \$850 million after FY 2017.

Each year VDOT requests applications for candidate projects for TA Set-Aside funding. The deadline for applications is November 1, 2016, and each proposed project must receive endorsement by the appropriate metropolitan planning organization. The TAP project proposals received to date are described below:

- Chesapeake – Multi-City Trail

This project is for the design and construction of a 3-mile off-road trail system (Phase 1) along the abandoned Commonwealth Railroad right-of-way from Gum Court to the Portsmouth City line. The scope was recently updated to include installation of a pedestrian signal to assist bicyclists and pedestrians in crossing Taylor Road.

Project cost: \$850,000

TAP Funding Request: \$380,000

- Gloucester – Gloucester Historic Courthouse Circle Pedestrian and ADA Improvements

This project is for the rehabilitation of existing sidewalks to comply with ADA standards and improve pedestrian access to the historic buildings within the Courthouse Circle. In addition, the project will enhance pedestrian access to the County's Main Street, which was previously reconstructed to comply with ADA standards.

Project cost: \$220,000

TAP Funding Request: \$176,000

- Newport News – Washington Avenue Streetscape and Pedestrian Improvements

This project is part of a multi-phase program to provide pedestrian connectivity for those who live and work in downtown Newport News. The first phase was constructed in a partnership between the City and Huntington Ingalls Newport News in conjunction with the construction of the Apprentice School. The second phase of the program is to reconstruct the pedestrian accommodations on southern Washington Avenue including improvements to the lighting, crosswalks, and ADA facilities. With a terminus at the 34<sup>th</sup> Street Hampton Roads Transit (HRT) bus transfer station, these pedestrian improvements provide better access for riders to businesses and residents.



Project cost: \$1,500,00  
TAP Funding Request: \$400,000

- Virginia Beach – Salem Road Sidewalk

This project will provide a 5-ft wide concrete sidewalk along the east side of Salem Road from Salem Lakes Boulevard to Rock Lake Loop, a total distance of approximately 0.30 miles. The concrete sidewalk will tie in to existing sidewalks at Salem Lakes Boulevard and Rock Lake Loop. The concrete sidewalk will be located within the existing right-of-way behind the existing swale. This project also includes new accessible curb ramps at the intersection of Salem Road and Salem Lakes Boulevard, piping the existing ditch, new curb and gutter and utility relocations. Right of Way will be required from one property. This project qualifies as a Safe Routes To School project. It will greatly improve safety for pedestrians and school children walking to Salem Elementary School, and provide connectivity in an area that is heavily traveled by pedestrians as evidenced by the worn path.

Project cost: \$500,000  
TAP Funding Request: \$400,000

- Virginia Beach – Euclid Road Sidewalk – Phase 1

This project will provide a 5-ft wide concrete sidewalk along the north side of Euclid Road from the vicinity of where it intersects with Kellam Road to where it intersects with South Independence Boulevard, connecting existing sidewalks for a total distance of approximately 0.2 miles. This project will provide 840 LF of sidewalk from the intersection of Euclid Road and South Independence Boulevard to an existing sidewalk just past Kellam Road. This phase will also include placement of 120 LF of sidewalk on the east side of Kellam Road, beginning at the intersection with Euclid Road until it ties into existing sidewalk. This project will also include tree removal, new accessible curb ramps at the intersection of Kellam Road and Euclid Road on both the east and west sides, and utility relocation. Right of way will be required from one property.

Project cost: \$325,000  
TAP Funding Request: \$260,000

- Virginia Beach – Euclid Road Sidewalk – Phase 2

This project will provide a 5-ft wide concrete sidewalk at two locations along the north side of Euclid Road to provide a continuous sidewalk between where Euclid Road intersects with Onondaga Road and Kellam Road. One location of sidewalk to be provided is from the west end of the Seventh Point Advertising, Marketing, and Public Relation property to the east end of the Motel 6 property for an approximate length of 130 LF. The second location of sidewalk to be provided is from Onondaga Road to the west end of the Motel 6 property for an approximate length of 630 LF. This project will also include tree removal, new accessible curb ramps at the intersection of Kellam Road and Euclid Road on both the east and west sides, and utility relocation. This phase of the project requires a new accessible curb ramp at

the intersection of Euclid Road and Onondaga Road on the east side, new curb and gutter, and utility relocation.

Project cost: \$260,000

TAP Funding Request: \$208,000

- Virginia Beach – Euclid Road Sidewalk – Phase 3

This project will provide a 5-ft wide concrete sidewalk along the north side of Euclid Road and the west side of Opal Avenue, and a 12-ft wide concrete shared use path between the proposed light rail stations at Witchduck Road and Kellam Road. Approximately 570 LF of sidewalk will be installed along Euclid Road to provide a continuous sidewalk between Cleveland Street and Narragansett Drive. Approximately 330 LF of sidewalk will be installed along Opal Avenue to provide a continuous sidewalk between Cleveland Street and Euclid Road where it intersects with Euclid Road to the south side of the Write Impressions property. Crosswalk striping will be needed where Euclid Road intersects with Southern Boulevard, the shared use path, and the existing rail line that may potentially support light rail transit. The concrete sidewalk and shared use path will be located within the existing right-of-way. This project will greatly improve the safety of pedestrians walking and biking alongside a heavily trafficked road, as well as provide a safe connection between two proposed light rail transit stations and encourage growth and development of transportation systems between the City's eight Strategic Growth Areas.

Project cost: \$700,000

TAP Funding Request: \$560,000

- Virginia Beach – Kellam Road Sidewalk

This project will provide a 5-ft wide concrete sidewalk along the west side of Kellam Road, connecting Euclid Road to an existing sidewalk at the intersection of Kellam Road and Mandan Road, a distance of approximately 0.25 miles. This project includes utility relocation, new curb and gutter, and new accessible ramps at the north and south side of the intersection between Kellam Road and Kiowa Lane, Kellam Road and Onondaga Road, and Kellam Road and Conestoga Road. The concrete sidewalk will be located within the existing right-of-way. This project will provide safe mobility for pedestrians travelling in both directions of Kellam Road, as well as provide easy access to the planned shared-use path alongside the future light rail tracks.

Project cost: \$450,000

TAP Funding Request: \$360,000

- Virginia Beach – Sandbridge Road Sidewalk

This project will provide a 10-ft wide concrete sidewalk along the north side of Sandbridge Road from St. John the Apostle Catholic School to Red Mill Elementary School, a total distance of approximately 0.40 miles. The concrete sidewalk will tie in to existing sidewalks at Red Mill Elementary School and to the parking lot of St. John the Apostle Catholic School.

This project also includes retrofitting the north side of the existing four-span concrete culvert to accommodate an 8-ft wide sidewalk with a 42-in high parapet separating the sidewalk from the road and a railing along the drainage ditch. This project will provide connectivity from each of the schools to Red Mill Farms Park.

Project cost: \$700,000

TAP Funding Request: \$560,000

- Virginia Beach – Violet Bank Trail Sidewalk

This project will provide a 10-ft wide asphalt path connecting the eastern end of Violet Bank Drive to Selwood Drive, a distance of approximately 0.6 miles. The shared use path will be located along the “paper street” portion of Violet Bank Drive that does not have a roadway. As evident through the beaten down pathway at the project site, this route is highly used by pedestrians. This project also includes vegetation removal and accessible curb ramps at the east end of Violet Bank Drive and at all intersections that the trail will cross (16 curb ramps total). This project will provide safe mobility to members of the community as an alternative to walking/biking alongside Providence Road, which does not have a sidewalk and is heavily trafficked.

Project cost: \$475,000

TAP Funding Request: \$380,000

- Virginia Beach – Foxfire Trail Phase 1

This project will provide a 12-ft wide pedestrian trail along the existing trail oriented northwest-southeast between North Landing Road and Foxfire Park on Esplanade Drive, new ADA accessible ramps, install approximately 200 linear feet of ADA compliant elevated pedestrian trail, 4,000 linear feet of temporary approach trail, and minor grading. The pedestrian bridge will span over West Neck Creek and the adjacent floodway and will be of timber construction with composite decking. The temporary approach trail will consist of stone placed by the contractor to provide access to the creek and floodway. This project will provide connectivity for pedestrians traveling from neighborhoods in the Pungo area of Virginia Beach to the City’s Municipal Center and to Princess Anne Road. In addition, it enhances an existing trail that currently dead ends at the West Neck Creek.

Project cost: \$978,000

TAP Funding Request: \$782,400

- Virginia Beach – Cape Henry Lighthouse Restoration – Phase 2

This project will provide stabilization to the base of the 1792 Cape Henry Lighthouse, a National Historic Landmark. Wind and water erosion has diminished the man-made dune and exposed and damaged the soft Aquia sandstone base. To prevent further damage, the dune will be rebuilt to an appropriate height, contained within concrete retaining walls and capped with a slab to prevent erosion. The steps leading from the dune into the lighthouse will be replaced and the visitor experience will be enhanced through safety and aesthetic

improvements to the plaza surrounding the lighthouse and incorporation of interpretive panels.

Project cost: \$1,094,090

TAP Funding Request: \$360,000

- York County – Bypass Road Sidewalk Project

This project will provide for the construction of a 5-foot wide sidewalk along the side of Bypass Road (Route 60) between the Williamsburg city boundary to the east. The project will involve the rehabilitation of an existing asphalt walking path to comply with ADA standards and improve pedestrian access. It will include the installation of a pedestrian signal and crosswalk at the intersection of Bypass Road and Waller Mill Road.

Project cost: \$700,000

TAP Funding Request: \$560,000

Mr. Phil Pullen Moved to recommend HRTPO Board endorsement of the proposed projects; seconded by Mr. Tim Cross. The Motion Carried.

### **SMART SCALE: Requests for HRTPO Resolutions of Support**

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported on requests for HRTPO Resolutions of Support.

House Bill 2 (HB2), signed into law in 2014, directed the Commonwealth Transportation Board (CTB) to develop and use a prioritization process to select transportation projects. The legislation was intended to improve the transparency and accountability of project selection, as well as improve stability in the Six-Year Improvement Program (SYIP). The process, now named **SMART SCALE**, scores projects based on an objective analysis and provides guidance to the CTB for project selection and funding.

In accordance with SMART SCALE guidance documents, under certain circumstances Hampton Roads localities and transit agencies must obtain resolutions of support from the HRTPO for projects they wish to submit for SMART SCALE evaluation. Mr. Kimbrel directed the Committee to the below requests approved by the HRTPO Board for discussion and informational purposes:

- Gloucester County
  - Pedestrian Improvements on Route 1208 (Greate Road)
  - George Washington Memorial Highway Widening: Farmwood Road to Guinea Road
  - Route 614 (Hickory Fork Road) Reconstruction: Route 616 to Route 631
  - Pedestrian/Streetscape Improvements on Route 17B
- Hampton Roads Transit
  - Virginia Beach Light Rail Extension Feeder Buses (26 buses to connect to the new light rail stations in Virginia Beach)

- James City County
  - Skiffes Creek Connector
- Newport News
  - I-64 Exit 255 Ramp C: I-64 West CD Road direct connection to Chatham Drive
  - Jefferson Avenue/Yorktown Road Intersection Improvements
- Norfolk
  - I-264 Off-Ramp at Ballentine Boulevard
  - Brambleton Avenue/Tidewater Drive Intersection Improvements
  - Brambleton Avenue/Park Avenue Intersection Improvements
  - I-264/Military Highway Ramp and Park-n-Ride Access
  - Granby Street Bike Lanes
  - Hampton Boulevard/Terminal Boulevard Grade Separation
- Poquoson
  - Victory Boulevard Widening: Poquoson Phase – York County line to Wythe Creek Road (Included in 2040 LRTP as a Study)
- Virginia Beach
  - Laskin Road Phase I-A: Includes Laskin from Republic Road to Oriole Road, First Colonial from Laurel Lane to I-264, and full improvements to the Laskin Road/First Colonial Road intersection
- Williamsburg Area Transit Authority
  - Expanding Bus Shelters (Adding 12 bus shelters)
  - Transfer Station in northwestern section of James City County
  - Purchase one expansion bus for adding service between Yorktown and Lee Hall connecting to the Gray Line
- Williamsburg
  - Ironbound Road Widening, Phase 2
  - Ironbound Road Widening, Phase 3
  - Traffic Signal Upgrades
  - Bypass Road/Capitol Landing Road Intersection Improvements
- York County
  - Route 17 Widening – Wolf Trap Road to Denbigh Boulevard
  - Victory Boulevard Widening – Route 17 to Route 134
- York County – Poquoson Joint Request
  - Victory Boulevard Widening – Route 17 to Wythe Creek Road (Section from Route 134 to Wythe Creek Road included in 2040 LRTP as a Study)

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

Chair Gey outlined the Three-Month Tentative Schedule in the Agenda Packet and noted that the December TTAC meeting will be cancelled.

## **For Your Information**

Chair Gey reviewed the items in the For Your Information section of the Agenda Packet.

## **Announcements**

There were no new announcements.

## **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 11:55 a.m.