

## **Hampton Roads Transportation Planning Organization (TPO) Board Minutes of October 17, 2013**

The Hampton Roads TPO Board Meeting was called to order at 10:55 a.m. in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

### **HRTPO Voting Members in Attendance:**

Alan P. Krasnoff, Vice-Chair (CH)	Charles Brown (Alternate, SU)
Ella Ward (Alternate, CH)*	William D. Sessoms (VB)
Barry Cheatham (FR)*	Clyde Haulman (WM)
Will Moffett (Alternate, HA)	Thomas G. Shepperd, Jr. (YK)
Mary Jones (JC)	Delegate Chris Stolle (GA)
McKinley Price (NN)	Delegate Mike Watson (GA)
Paul D. Fraim (NO)	Emily Stock (Alternate, DRPT)
Kenneth I. Wright (PO)	William E. Harrell (HRT)
W. Eugene Hunt (PQ)	James Utterback (VDOT)
Barry Porter (SH)*	Kevan Danker (WATA)
Linda T. Johnson (SU)	

### **HRTPO Nonvoting Members in Attendance:**

James E. Baker (CH)	Michael Johnson (SH)*
Randy Martin (FR)	Selena Cuffee-Glenn (SU)
Brenda Garton (GL)	James K. Spore (VB)
Mary Bunting (HA)	Jackson C. Tuttle, II (WM)
Anne Seward (IW)	Ivan Rucker (FHWA)
Robert C. Middaugh (JC)	William Bell (FTAC)
Jim Bourey (NN)	Lt. Col David Huber (Alternate, LANGLEY-EUSTIS)*
John Rowe (PO)	Capt. David Culler (USN)*
J. Randall Wheeler (PQ)	

### **HRTPO Executive Director:**

Dwight L. Farmer

### **HRTPO Voting Members Absent:**

Carter Borden (GL)	Senator Frank Wagner (GA)
Dee Dee Darden (IW)	Thelma Drake (DRPT)
Senator Thomas Norment (GA)	Rodney Oliver (VPA)

**HRTPO Nonvoting Members Absent:**

Marcus Jones (NO)

James O. McReynolds (YK)

Shepelle Watkins-White (CTAC)

Jeffrey Breeden (FAA)

Irene Rico (FHWA)

Tony Cho (FTA)

Brigid Hynes-Cherin (FTA)

Col. John Allen (LANGLEY-EUSTIS)

Col. Tom Wetherington (LANGLEY-EUSTIS)

Wayne Shank (NAA)

Ken Spirito (PAC)

Capt. John Little (USCG)

Randall P. Burdette (VDOA)

\* Late arrival or early departure

**Others Recorded Attending:**

Robert Brown, Cliff Dunn, John Gergely, Townsend Larmore, Richard N. (Citizen); Earl Sorey (CH); Brian DeProfio (HA); Jamie Oliver (IW); Michael King, Jerri Wilson (NN); Rob Brown, Christine Morris, Bryan Pennington, Jeff Raliski, Bryant Thomas (NO); Bob Baldwin, Nita Joseph, Sherri Neil, (PO); Sherry Hunt, Eric Nielsen (SU); Tyrone Franklin (SY); Senator John Cosgrove (Virginia Senate); Kalia Sokos (Office of Senator Norment); Christen Faatz (Office of Senator McWaters); L. Gail Henderson (Office of Senator L. Louise Lucas); Jonathan Siegel (US Navy Region Mid-Atlantic); David White (Virginia Maritime Association); Michael Moore (NAVFAC Midlant); Tracy Baynard (McGuire Woods Consulting); John Hendrickson, Scott Lovell (Parsons Brinckerhoff); Christie Burns (ERC); Mark Geduldig-Yatrofsky (Portsmouthcitywatch.org); Ellis W. James (Sierra Club Observer); David Forster (Virginian-Pilot); Austin Bagues (Daily Press); Tracy Agner (Suffolk News Herald); Erin Kelly (WAVY-TV); W. Dewey Hurley (Branscome); Karen McPherson (Kimley-Horn); Christine Duncan (Dixon Hughes Goodman LLP); Dennis Heuer (RK&K); Robert Whitacre (Business & Legal Consulting); Lee Griffith (UMUC); Martha McClees (VB Vision); Donald Cole (Woolpert); Stephen Rowan, Scott Smizik, Eric Stringfield (VDOT); Angela Bezik (Principle Advantage); Bruce Spawn (Bruce Spawn & Associates); Bruce Watts (WB Development/Spawn Assoc.); Nemo Lormore (KPMG); Tony Goodwin (Olde Towne Business Association); Barrett Herdinner (Luck Stone); Peter Huber (Willcox & Savage); Cathy Aiello (Aiello Enterprises); Camelia Ravanbakht, Sam Belfield, Brian Chenault, Kathlene Grauberger, Theresa Jones, Michael Kimbrel, Kendall Miller, Jessica Nappi, Keith Nichols, Joe Paulus, Dale Stith, (HRTPO Staff); Jennifer Coleman, Nancy Collins, Greg Grootendorst, Julia Hillegass, Jim Hummer, Randy Keaton, Mike Long, Jai McBride, Kelli Peterson, Joe Turner, Chris Vaigneur, Felecia Williams (HRPDC Staff)

**Approval of Agenda**

Vice-Chair Alan Krasnoff asked for any additions or deletions to the agenda. Hearing none, Mayor Linda Johnson Moved to approve the agenda as written; seconded by Dr. Ella Ward. The Motion Carried.

## **Resolution of Appreciation**

Vice-Chair Krasnoff stated the HRTPO Board is bestowing a Resolution of Appreciation to Molly J. Ward, City of Hampton, for her service as Chair of the Hampton Roads Transportation Planning Organization and her leadership efforts toward developing regional cooperation. City Councilman Will Moffett accepted the Resolution and thanked the HRTPO Board on behalf of Ms. Ward.

## **Workshop Agenda**

### **Commonwealth Transportation Board (CTB) Members Comment Period**

The CTB Members were not in attendance due to their two-day meeting on the Eastern Shore.

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

Ms. Emily Stock reported that DRPT is continuing its work on the Transit Service Delivery Advisory Committee's (TSDAC) performance-based allocation methodology for increased transit operating and capital funds. The CTB is expected to pass a resolution accepting TSDAC's recommendation for performance-based allocation methodology for operating funds which represents \$6.2 million in additional funds for Hampton Roads Transit (HRT) and over \$600,000 additional funds for the Williamsburg Transit Authority (WATA). Regarding the transit capital funds, the allocation methodology is under a 45-day public review period and the CTB is expected to take action in December. These funds would represent almost twice as much transit capital funds for the region.

With regard to Norfolk passenger rail, Ms. Stock indicated DRPT is actively involved with both CSX and Norfolk Southern Corporation to secure capacity for additional trips in and out of Norfolk.

### **Virginia Department of Transportation Comments and Updates**

Mr. James Utterback stated he will be providing a full presentation to the HRTPO Board in November on the I-64 Peninsula Widening project. He indicated VDOT will be meeting with the Peninsula Mayors and Chairs at the end of the month and the project is moving forward. Key milestones include the approval of the Environmental Impact Statement (EIS) by the Federal Highway Administration (FHWA) in December 2013 and in January 2014, VDOT plans to pursue a Record of Decision (ROD) for Segments 1 and 2 of the project. He noted the construction start date is shown in VDOT's Six-Year Improvement Program (SYIP) as 2017; however, mid-2014 is a more realistic date now that the project has been accelerated.

Mr. Utterback commented that the I-564 Intermodal Connector will be a design-build project administered by the Federal Highway Eastern Federal Lands. The Request for Quotation (RFQ) has been completed and five contractors are being evaluated for the project.

He noted that VDOT's commitment to the Navy continues regarding the Air Terminal Interchange Project which is in the pre-scoping phase.

Mr. Utterback stated that over 120,000 studs were recently installed on the James River Bridge.

He explained that VDOT is working nightly to repave eastbound I-264 from Downtown Norfolk to Military Highway. Once that section is completed, the contractor will continue into Virginia Beach along the freeway. He noted VDOT plans to have the Thin Hot Mix Asphalt Concrete Overlay (THMACO) in place by the first part of November as the overlay is temperature sensitive.

Lastly, Mr. Utterback expressed VDOT's commitment to reviewing the Downtown Tunnel closures and indicated immediate action will be forthcoming.

Mr. John Rowe recommended VDOT suspend the upcoming weekend closure to assist in solving the issue. Mr. Utterback replied that under the direction of VDOT's Deputy Commissioner, VDOT informed Elizabeth River Crossings (ERC) to suspend the tunnel closure for the impending weekend. He indicated VDOT plans to have an alternative decision by early next week.

Mr. Rowe inquired as to whether the decision to allow the Downtown Tunnel to remain open for the upcoming weekend was definite. Mr. Utterback replied affirmatively.

### **Military Liaisons Comments and Updates**

Captain Culler stated the new Region Commander, Rear Admiral Dixon Smith, plans to attend the November HRTPO Meeting to introduce himself. He indicated that Naval Station Norfolk's ship loading will be high for both Thanksgiving and Christmas with traffic increasing during this time.

Captain Culler noted that once again he will be speaking at the State of the Station where he will provide a tour of the Base to leadership outside the fence-line, attest to its mission, and discuss how the Navy is engaged with the City of Norfolk and the surrounding Hampton Roads area. He expressed his appreciation to both Mayor Paul Fraim and Mayor Alan Krasnoff for attending the previous State of the Station.

Lt. Colonel David Huber thanked the HRTPO Board for his invitation to attend.

### **FY 2013 Audit Report**

Ms. Nancy Collins, HRPDC Chief Financial Officer, reported that Dixon, Hughes, and Goodman, LLP, has completed its audit of the HRPDC, the fiscal agent for the HRTPO. The auditor concluded that the financial statements referred to "present fairly", in all material respects, the financial position of the Hampton Roads Planning District Commission as of June 30, 2013. She indicated the HRPDC remains fiscally solvent and complied with all federally mandated audit and accounting rules and procedures.

## **Hampton Roads Transportation Fund: Monthly Financial Report**

Mr. Dwight Farmer, HRTPO Executive Director, reported that in accordance with the Memorandum of Agreement (MOA) between VDOT and the HRTPO relating to implementation of Chapter 766 of the 2013 Acts of Assembly and administration of the Hampton Roads Transportation Fund (HRTF), VDOT will provide the HRTPO with HRTF monthly financial reports with the following information:

- Income by revenue source as detailed by the collecting agency
- Interest earnings
- Expenditures reflecting both the program (HRTF) total as well as project totals
- The current cash position/balance in the HRTF as well as forecasted cash position/balance

Mr. Farmer stated he recently received VDOT's monthly report for August 2013 which included data from the Department of Taxation; however, the Department of Motor Vehicles (DMV) has a longer lag time and its initial figures have not been provided as of yet. In the first month, VDOT has collected \$9.542 million from the additional seven-tenths of one percent general sales tax imposed upon Hampton Roads localities and the 2.1% increase above and beyond the 3.5% increase imposed statewide on the wholesale price of fuel. He noted the figure was slightly below the base forecast of \$10.1 million.

## **Hampton Roads Transportation Fund: Candidate Projects**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that in recent meetings, the HRTPO Board has been briefed on programming options that would maximize the "regional" component of the HB2313 transportation revenues. The legislation dedicates two revenue streams to the Hampton Roads Transportation Fund (HRTF) and prescribes the HRTPO to have full purview and discretion on how and when to spend these dollars. Beginning in FY 2014, HRTF funding will generate approximately \$179 million, growing to \$234 million in FY 2019, generating approximately \$5.5 billion over the next twenty years for regional transportation projects that provide the greatest impact on reducing congestion as prescribed in HB2313.

The Board directed HRTPO staff to develop a list of HRTF candidate projects for consideration during the October Board meeting. HRTPO staff established guiding principles to assist in drafting the list and it was determined that the projects should meet one or more of the following criteria:

- Be included in the HRTPO Board-approved 2034 LRTP
- Be supported by HRTPO Resolutions
- Be Legally Eligible
- Meet regional project cost threshold of \$100 million

Dr. Ravanbakht summarized the HRTPO Board-approved project prioritization tool which was based on three major components:

- Project Utility – project is cost effective and will reduce congestion and improve safety in the region
- Economic Vitality – project will bring new opportunities and economic gain for the region
- Project Viability – project is in line with all environmental documents

Projects in the 2034 LRTP were scored and ranked using the Prioritization Tool and placed into three groups:

- Regionally Funded Construction Projects
- Ongoing Studies
- Unfunded Projects for Future Consideration

From this analysis, nine projects emerged as eligible for HRTF funding:

- I-64 Peninsula Widening Segment 1 – Jefferson Avenue to Ft. Eustis Blvd.
- I-64 Peninsula Widening Segment 2 – Ft. Eustis Blvd. to Route 199 East of Williamsburg
- I-64 Peninsula Widening – Ft. Eustis Blvd. Interchange
- I-64 Peninsula Widening Segment 3 – Route 199 East of Williamsburg to Route 199 West of Williamsburg
- Third Crossing – Patriots Crossing with Craney Island Connector
- Third Crossing – I-664 Widening with Bowers Hill Interchange
- I-64 Southside Widening including the High Rise Bridge
- I-64/I-264 Interchange including Witchduck Interchange
- US Route 460 between the Suffolk Bypass and I-664 Bowers Hill

Mr. Dwight Farmer, HRTPO Executive Director, continued the presentation and reported that an estimated \$8.15 billion (\$2.7 billion in statewide revenues and \$5.45 billion in regional revenues) will be available in Hampton Roads over the next 20 years. He noted the \$8.15 billion takes into account the exclusion of statewide revenues generated in Hampton Roads through FY 2020 based on the new construction formula approved during the 2012 General Assembly Session permitting the CTB to allocate up to \$500 million per year and also \$50 million to set aside for the City of Franklin and Southampton County.

He presented several examples of HRTF funding scenarios, based on preliminary analysis, which included state and federal match assumptions and potential toll rates ranging from no tolls to five dollars.

He indicated that the no toll scenario is a possibility, but not a probability, and would require the utilization of all HRTF revenues, state/federal contributions, and the commitment of a portion of the Hampton Roads generated “statewide” HB2313 revenues.

Mr. Farmer explained the HB2313 funds represent an unprecedented amount of new construction money for the region; however, it is not without its challenges, including:

- Financing
  - Interest Rates
  - Terms
  - Updated Capital Costs
  - Inflation
- CTB discussion of Hampton Roads generated “Statewide” HB2313 revenues
- Matching State/Federal Funding
- Bonding Authority
  - Could advance project delivery
  - Control inflationary costs

Mr. Farmer presented the recommended next steps below:

- HRTPO Board supports the list of HRTF Candidate Projects which will enable the HRTPO to take the following next step
- Initiate coordination and discussion with VDOT/FHWA
  - Refine cost estimates
  - Evaluate financing options
  - Discuss methods of project delivery

Future steps include approval and amending the 2034 LRTP and approval and amending of the Transportation Improvement Program (TIP) to initiate implementation of projects.

Mr. Tom Shepperd asked for clarification regarding Tables 2, 2A, and 3 which outlined the “Toll” and “No Toll” funded scenarios and asked if each table contained the same projects. Mr. Farmer replied affirmatively.

Mr. Shepperd asked if the recommended action was to approve the projects summarized in the tables. Mr. Farmer replied the HRTPO Board is being requested to support the projects which would direct a message to VDOT, FHWA, and even the General Assembly. He stated the HRTPO is drafting a package of projects that will necessitate investment grade analysis.

Mr. Shepperd inquired as to whether all HRTF candidate projects were included in the presentation. Mr. Farmer replied affirmatively and explained they were the highest scoring projects from the HRTPO Board-approved Prioritization Tool.

Mr. Shepperd questioned why the HRTPO Board was being requested to support the project list rather than approve it. Mr. Farmer replied that the approval process will occur once cost estimates and financing are in place; the LRTP will be amended to include the projects and subsequently, approval of a formal action to amend the TIP.

Mr. Shepperd inquired as to the next step if the HRTPO Board chooses to support the HRTF candidate projects list. Mr. Farmer replied the HRTPO Board will be involved in all discussions with VDOT and the FHWA to negotiate and moved the projects forward.

Mr. Shepperd asked if the HRTPO staff would present more refined cost figures to the HRTPO Board at a later date. Mr. Farmer replied affirmatively.

Mr. Shepperd asked for clarification regarding HRTPO support of the "Toll" versus "No Toll" project options. Mr. Farmer replied staff is only seeking the Board's support of the candidate project list which is the first step in a much longer process. If the Board supports the list, staff will be able to meet with the necessary people to bring more information back to the Board on a monthly basis.

Mayor Eugene Hunt inquired as to the timeline needed in order for the projects to be shovel-ready. Mr. Farmer stated if there were no major issues with one of the mega projects, it would more than likely be about twelve years to ribbon cutting. He noted that a project could be fast tracked if more money was allocated up front; however, the timeline for environmental permits and records of decisions could not be accelerated.

Mayor Hunt asked whether the figures utilized in the staff modeling accounted for inflation assumptions. Mr. Farmer replied affirmatively and explained staff used 2034 LRTP groupings of up to 20-year inflationary adjustment estimates.

Mayor Hunt asked for clarification regarding the HRTF candidate projects list as it was currently drafted and questioned whether it would signal the death of the Hampton Roads Bridge Tunnel. Mr. Farmer stated the Resolution approved by the HRTPO Board in June sent a clear message on which to begin creating the candidate projects list.

Mr. Jack Tuttle asked whether the tolling estimates from the presentation were assumed to be upon approval of the project or at ribbon cutting. Mr. Farmer replied that if the HRTPO Board decided to utilize one of the tolling scenarios, they would be applied to a project at ribbon cutting.

Delegate Michael Watson stated he was supportive of reviewing any options that would be available to the region that did not involve tolling. He acknowledged the tolling options were significantly dependent on the CTB's decision on whether to commit a portion of the Hampton Roads generated "Statewide" HB2313 revenues. He asked for clarification pertaining to preliminary conversations about these specific revenues. Mr. Farmer replied no discussions had taken place with VDOT; however, he had spoken to unsolicited outsiders who believed there were reasonable opportunities to tap into federal discretionary dollars from around the country.

Delegate Watson asked whether the HRTPO Board's support of the HRTF candidate projects list would further worsen the prospect of widening the HRBT. Mr. Farmer replied that staff views the project list recommendation as a simple extension of the Board's action in June. He believed Delegate Watson's inquiry was a question for the Board rather than for staff.



Delegate Watson asked whether the Board would be able to reconsider the HRBT if one of the candidate projects did not come to fruition. Mr. Farmer replied the Board is nowhere close to making irrevocable decisions.

Mayor William Sessoms thanked the Governor and the General Assembly for their efforts in the passage of HB2313. He indicated staff has worked to generate excellent figures from HB2313 and believed the HRTPO to be in good stead due to its prioritization process that began over three years ago. He expressed his support for the HRTF candidate projects list and encouraged the Board to move the list forward. He reminded the Board that the projects list included footnotes and assumptions that were previously discussed. He indicated as the Board moves further into the process, some of those assumptions may not work as presented and could be addressed at that time.

(Mr. Barry Cheatham departs)

Mayor Hunt agreed with Mayor Sessoms regarding the importance of the HB2313 revenues to the region. He expressed concern that the Board was not addressing the potential loss of the HRBT widening and indicated the Cities of Norfolk and Hampton were being slighted with this potential decision. He noted his desire to support the project list; however, he wanted to ensure that this topic could be broached again in the future. He commented that the HRTF revenues did not include any maintenance dollars for the HRBT.

Mayor Linda Johnson also agreed with Mayor Sessoms and stated there are currently many unknowns and it is critical to take one step at a time with this process. She expressed concern regarding other projects that did not appear in the HRTF candidate projects list and asked whether those projects would be lost. Mr. Farmer stated that his presentation strictly dealt with the HB2313 revenue stream; the separate and traditional revenue stream of roughly \$5 billion will be allocated to the HRTPO from the State and FHWA via the LRTP process. He also stated there could be an additional \$2 billion of HB2313 Hampton Roads generated "Statewide" revenues on top of the traditional \$5 billion revenue stream.

Mayor Johnson indicated the need to consider projects that will mitigate congestion throughout the region when considering HRTF candidate projects. She did want to ensure, however, that there would be funding available for other important local projects as well.

Mayor McKinley Price noted that if the Third Crossing did not contain a multi-modal aspect it would isolate the Peninsula for any other future multi-modal transportation. Mr. Farmer remarked that the Record of Decision (ROD) did include a multi-modal tube and the General Assembly members are keenly aware that there are unprecedented new state monies for public transportation that could be brought to bear on a project such as the Third Crossing.

Mayor Fraim expressed his appreciation of Mayor Hunt's earlier comments; however he clarified that the State is obligated to maintain the HRBT and the HB2313 revenues are strictly for construction. He acknowledged the HRBT as an incredibly important link between the Southside and the Peninsula. He commented that several studies have shown the Patriots Crossing as the best alternative to relieve congestion in the region and indicated that the Cities of Hampton and Norfolk are both supportive of this alternative.

Mayor Hunt expressed concern regarding the life span of the HRBT and noted that once the HRBT becomes too cost prohibitive to maintain, the entire area would be in jeopardy.

Vice-Chair Krasnoff stated his belief that a project could always be resurrected. He thanked the Board members for their comments yet reminded them that the current discussion was only for technical questions.

Mr. Utterback remarked there were a number of rehabilitation projects underway in Hampton Roads, including a gear replacement at the HRBT.

Mr. James Spore expressed his gratitude to Mr. Farmer and the HRTPO staff for their efforts over the last three weeks to create today's presentation and the different scenarios contained therein. He indicated the nine HRTF candidate projects and the already funded US Route 460 represent a system network of road improvements that no one could have realized even a short time ago.

(Mr. Michael Johnson and Mr. Barry Porter depart)

Mr. Shepperd inquired whether HB2313 specifically stated no new revenue could be used for maintenance. Mr. Farmer replied HB2313 revenues could only be utilized for new highway, bridge, and tunnel construction.

Mr. Shepperd questioned if the traditional revenue of approximately \$5 billion was included in the HRTF revenue tables presented today. Mr. Farmer replied the \$5 billion was not included in the presentation and was outside of that analysis; the presentation strictly dealt with the HB2313 revenue stream. He indicated the HB2313 monies were divided into two components: the revenues generated in Hampton Roads which are deposited into the HRTF, and the "Statewide" revenues generated in Hampton Roads that will be sent to the CTB. He explained that without the HB2313 revenues, today's presentation would not be necessary.

Mr. Shepperd stated it was his understanding that the region's contribution to the State is around 19% and asked for clarification. Mr. Farmer replied that a conservative estimate of the region's share on what would be generated from sales and gasoline taxes is roughly 19%.

Mr. Shepperd summarized staff's presentation as the identification of projects that were approved by the HRTPO Board through the prioritization process a few years ago, the illustration of various scenarios in which the Board could utilize the money, and the necessity to refine the data in the future.

Mayor Kenneth Wright inquired as to the risks associated with utilizing all of the HB2313 funds and questioned the need to illustrate more than one scenario. Mr. Farmer replied staff believed it should demonstrate to the General Assembly members that if there was an all-in scenario with a modest return of 27% generated from the region, there may be the distinct possibility of a no toll scenario. He noted that it would require an unprecedented amount of coordination and collaboration to achieve this goal.

Mr. Ivan Rucker asked whether the criteria used to prepare the federal funding source was the same one used for HB2313. Mr. Farmer replied that in both cases the assumption of 80%-20% federal-state was utilized. He noted that in the case of the three mega projects, the federal contribution does not remotely reach 80%. Staff believes it to be a reasonable recommendation to research this avenue. He indicated few, if any regions could front this amount of local money on an interstate highway, bridge, or tunnel and only require those modest small amounts of federal match, particularly in a no-toll scenario.

Mr. Rucker asked whether the \$1.9 billion figure represented the estimated federal funding that staff forecasts coming to the region. Mr. Farmer stated he anticipated a higher dollar amount which would require the elected officials and HRTPO staff to aggressively pursue an increase of roughly \$100 million a year for the next 20 years. He indicated that accomplishing projects worth \$9 billion is an enormous feat and the HRTPO is only asking for a modest amount from the federal government.

Mr. Rucker agreed with Mr. Farmer's comments and suggested the HRTPO Board recommend using some of those federal sources and state match towards a regional significant transit project. Mr. Farmer stated that option is always a possibility.

Vice-Chair Krasnoff expressed his appreciation to the HRTPO staff for their efforts in compiling the HRTF candidate projects list. He indicated the HRTPO Resolution supporting the list was located in Agenda item #14 which awaited action by the Board.

### **HRTPO Legislative Ad-hoc Committee**

Vice-Chair Krasnoff inquired as to whether this agenda item could be deferred until November in order to adjourn the meeting on time. Mr. Farmer replied that Agenda Item #10 contained four sections and the following three topics could be deferred:

- HB2313: HRTPO Administrative Costs and Expenses
- HRTPO 2014 Legislative Agenda
- National Highway Trust Fund Shortfall

He stated the Casino Gaming HRTPO/HRPDC White paper, prepared by HRPDC staff, was due to the Senate General Laws and Technology Committee Chair and Bill Patrons by November 1, 2013.

(Captain Culler departs)

Mr. Greg Grootendorst, HRPDC Chief Economist, reported that during the 2013 General Assembly session, the Senate Committee on General Laws and Technology voted to refer Senate Bill 714 (The Toll Mitigation Act) and Senate Bill 1369 (Virginia Riverboat Gaming Commission) to the Hampton Roads Transportation Planning Organization to gather and analyze information regarding four policy concerns, namely:

- The potential overall economic impact of the development of a resort hotel/casino in the Hampton Roads Transportation District
- The potential revenue to the region and state that could be used for toll mitigation and other transportation projects
- The potential societal impact on the residents of the Hampton Roads region
- The potential impact on state and local law enforcement in the Hampton Roads region

Mr. Grootendorst noted the closest casinos to Hampton Roads are located in Delaware, approximately 3-4 hours from Chesapeake, VA.

He indicated that various methodologies were used to calculate revenue potential with estimates ranging from \$210 - \$601 million for the Hampton Roads region. The disparity in the revenue is due to several factors including:

- Proximity of population base and income
- Competition and tax rates
- Others source of revenue in addition to the taxation of gross gaming revenue

Mr. Grootendorst stated that while there was consistency in terms of revenue generation and methodology, there was zero consistency when reviewing the social and economic impacts. Factors that affect the net impact include:

- Number of new outside visitors
- Number of retained visits
- Level of economic displacement
- Number of casinos
- Size of establishments
- Location of establishments
- Level of taxation
- Social costs

With regards to societal impacts, crime, mental illness, suicide, and family cost were just a few of the issues associated with casino gaming.

Mr. Grootendorst stated casino gaming in Hampton Roads is likely to generate approximately \$375 million which could yield annual tax revenue of \$113 million; however, further study is recommended by the HRPDC Staff in order to better understand the impacts of gaming on Hampton Roads.

Mr. Grootendorst concluded, stating the recommended action, located under Consent Agenda Item #15-Ha, is for Board approval to distribute the Casino Gaming White Paper to the Senate General Laws and Technology Committee Chair and Bill Patrons.

Vice-Chair Krasnoff asked for clarification as to whether the HRTPO Board was to approve the White Paper for distribution or endorsement. Mr. Farmer replied staff was seeking the Board's approval to distribute the White Paper to the Senate General Laws and Technology Committee Chair and Bill Patrons.

Mayor Kenneth Wright reiterated Vice-Chair Krasnoff's question. Mr. Farmer replied the White Paper was for distribution only.

Vice-Chair Krasnoff stated the remaining topics in Agenda Item #10 would be deferred until the November HRTPO Board meeting.

Mayor Fraim stated the HRTPO Legislative Ad-hoc Committee should not be the committee that recommends the second topic in Agenda Item #10: HB2313 Administrative Costs and Expenses for HRTPO Board approval. He remarked that in previous years he had suggested the HRTPO stand up an Executive Committee to advise, support, and review the work of the Executive Director.

Vice-Chair Krasnoff appreciated Mayor Fraim's comments; however, he believed the topic best be discussed under New Business.

Mayor Fraim respectfully disagreed, stating the topic is included in Agenda Item #10. Vice-Chair Krasnoff replied the new HRTPO Chair, appointed this month, would have the opportunity to address the creation of an Executive Committee to the HRTPO Board.

Ms. Mary Jones expressed her concern pertaining to any decision concerning an Executive Committee without a discussion involving the entire board. She indicated any conversation pertaining to the HB2313 Administrative Costs and Expenses should be held at the Board meeting. Mayor Krasnoff agreed and noted the item would be deferred until the November HRTPO meeting.

(Lt. Col. David Huber departs)

### **Hampton Roads Regional Safety Study 2013 Update: Part I – Crash Trends and Locations**

The HRTPO Board decided to defer this item until the November HRTPO Board meeting.

## Meeting Agenda

(Dr. Ward departs)

### Public Comment Period

Four people requested to address the HRTPO Board. Vice-Chair Krasnoff asked them to limit their comments to three minutes.

#### **Mr. Mark Geduldig-Yatrofsky**

*Good afternoon, Mr. Chair, honorable members of the board, fellow citizens. This may sound off topic. Give me a minute to show its relevance. For the past week, WHRO public media has been conducting one of three annual fundraising drives and I've been involved with answering calls from listeners, listeners becoming members, members renewing their memberships. I want to encourage all of you in this room who are not members or who are members and haven't re-upped to do so and the significant reason is that what occurs in this room has little value if the information stays in this room. WHRO public media has been a significant partner in getting out the message about regional initiatives, about stimulating conversations among the citizenry, about the very issues that you discuss here. So you as leaders have a circle of friends that I expect are much greater than my own. If you would write your checks or put your contributions on your credit cards and expand to your circle of friends and acquaintances and encourage them to do the same, I think we could move regionalism along way forward. Thank you very much.*

#### **Mr. Ellis James**

*Thank you Mr. Chairman. My name is Ellis W. James; I'm a lifelong resident of the City of Norfolk. And I would like to especially address the issue that our friends and neighbors in Portsmouth are experiencing. If the numbers are correct, and I believe them to be as close to correct as we need, the businesses on the other side of the tunnel are really hurting and we are now beginning to see the onslaught that is occurring, and so I would urge the TPO to do everything within its power to try to address those losses. Now, I'm not naive, I understand there's a lawsuit in the mix and so on. However, it is a very important issue when any of our communities suffers losses and mom and pop store losses and the interference with travel between cities. We are all surrounded by water to one degree or another. So I hope that you would address that. The second thing I'd like to address quickly is I personally am very opposed to gaming being introduced. I'm not opposed to free speech and the white paper, but I have a concern with -- no disrespect meant to staff, there are assertions in that white paper that I believe are totally incorrect and I would challenge the TPO to examine carefully what this issue involves in terms of impact. Social impact is very serious and each one of the communities in the TPO will have additional, additional policing and those kinds of issues and healthcare issues. If you have a jump in bankruptcies, you go directly from there to depression and the kinds of mental health issues that fall on any community when this is examined. The last thing in this category that I would urge you to do -- look carefully at the map that Greg presented today. There are gaming locations all around Virginia, and I know that the driver is revenue. I understand that. But we have had a very important discussion just for almost an hour on item 9. We do not need to inject gaming into the equation at a time when we need to work on our projects and keep the communities moving in the right direction. Thank you, Mr. Chairman.*

**Mr. Robert Brown**

*Good evening, ladies and gentlemen. As a citizen of this area of the last 50 years and as a supervisor for Higgerson and Buchanan Company, I've had a role in the construction of most of the interstates, airports, malls, and so on in Hampton Roads. That being said, the reason I chose to address the Hampton Roads Transportation Planning Organization is to demonstrate a plan that will create three new northbound lanes and three new southbound lanes of highway access across the Hampton Roads Harbor. This plan will stop storm surge flooding in the Hampton Roads Harbor and all the tributaries by the construction of a causeway ship channel tunnel and flood gate system. It is extremely fortunate that this choke point is in shallow water and not relatively long compared to the area it will protect. A system similar to this is in operation in St. Petersburg, Russia, as shown in the handout literature and on YouTube video – Halcrow Project-St. Petersburg Flood Barrier. This combination causeway, channel crossing, and flood control dike should be built from 4th View Street in Norfolk across Hampton Roads Harbor, east of Fort Monroe to east Mercury Boulevard, and connect to Interstate 64. West of the tunnel section of this causeway, flood control gates would be constructed. In the future, if necessary, for sea level rise, or to eliminate tidal fluctuations, a system of locks can be constructed. Why are at least three lanes in one direction in the tunnel desired? The answer is that this greatly eliminates the claustrophobic effect drivers resulting in better traffic flow. This effect can be viewed on YouTube video, Artificial Structures on St. Petersburg Flood Barrier. This project should take priority over any other Hampton Roads crossing project due to the cost to value ratio potential of this plan. What about a proposed Patriots Crossing? The new crossing and flood control system will eliminate the need for the Patriots Crossing. The truck traffic that would have used the Patriots Crossing which is basically a truck route from Norfolk International Terminal, can easily be accommodated by an electric tramway tunnel for transferring containers from NIT across the Elizabeth River to Craney Island, where a truck marshaling yard would be built. From this location these trucks will have immediate access west to Route 58, 460, 17 and I-664, without having to traverse the Monitor Merrimac bridge systems. Containers can quickly and officially be shuttled on low design rail cars in this tunnel due to the minimal amount of lighting, ventilation, and overall size required for this tunnel. The cost should be relatively low. The shuttle tunnel will eliminate large amounts of truck traffic on Norfolk streets. The Hampton Roads crossing and flood protection plan as described will be the most cost effective project ever constructed in Hampton Roads. As they say in St. Petersburg, Russia, thank Putin. No more flooding. Thank you.*

**Mr. John Gergely**

*Good afternoon. I want to address the candidate project discussion. Mr. Hunt, this is a death toll. Maybe not for the Hampton Roads Bridge-Tunnel itself, but it is for Fort Monroe, it is for downtown Hampton, it is for Ocean View and it is for Virginia Beach tourist traffic, but I want to try something Mr. Farmer said to Mr. Shepperd - that these were the highest scoring projects - the Third Crossing, Patriots Crossing. In this chart, the Hampton Roads Bridge-Tunnel is not eligible because you guys made a resolution against it, but it was not the highest scoring project. You wasted years, you hired a consultant, we did a prioritization study, and the Hampton Roads Bridge-Tunnel kept coming up as the most needed project. You massaged the data, it still came out in your official document as the highest project; and then you introduced the Third Crossing with non-existent funding assumptions to give it a higher score. It never was put in officially, but it totally did not do an apples to apples comparison with the other things. This organization has done a disservice to its constituents, particularly the Peninsula representatives. You're not representing your people. The difference between the I-64 widening, which we need and the Third Crossing, is over a ten to one difference. We are on the Peninsula worth one-tenth of what's over here? No. We put in a lot more money than that. We deserve more and we need the Hampton Roads Bridge Tunnel, not the Third Crossing,*

*definitely not Patriots Crossing, which has nothing to do with traffic congestion. It is nothing but a port trailer truck transportation route, that may be necessary, but that does not meet HB2313 requirements to reduce congestion. The only way you're ever going to show that it reduces more congestion than the Hampton Roads Bridge-Tunnel is some silly thing like congestion tolling where you're tolling the Hampton Roads Bridge-Tunnel to death. The major issue we have in congestion here is the Hampton Roads Bridge-Tunnel, and the only way you're going to ever stop congestion there is to add some capacity to it. So, basically, I would ask you not to approve this resolution without an addition of HRBT as one of your major issues.*

## **Submitted Public Comments**

Vice-Chair Krasnoff reported there were several submitted public comments in the agenda packet.

## **Hampton Roads Transportation Fund (HRTF): Candidate Projects**

Mr. Dwight Farmer, HRTPO Executive Director, reported the HRTPO Resolution regarding the HRTF Candidate Projects was drafted by staff and currently being distributed around the table. He noted that by supporting the Resolution, it will allow the Board and staff to aggressively and proactively initiate discussions to move the HRTF candidate projects forward.

Ms. Jones applauded efforts to identify and highlight the candidate projects and not necessarily prioritize them; however, she stated it would have been beneficial to allow the Board members more time to review the resolution. She expressed her concern regarding ongoing HRBT maintenance and did believe that its widening is a key element of congestion in the region. She requested the Board considering adding more language to the Resolution in order to recognize the need for maintenance and congestion mitigation at the HRBT.

Mayor Sessoms Moved to support HRTPO Resolution 2013-07; seconded by Mr. William Harrell. Vice-Chair Krasnoff opened the floor to discussion and noted that with each day that followed, the cost to delay is approximately \$712,000.

Mayor Fraim asked for an immediate vote for the motion on the floor. The Motion Carried.

## **Consent Items**

Vice-Chair Krasnoff outlined the Consent Items as follows:

- Minutes
- HRTPO Financial Statement
- FY 2012-2015 TIP Amendment: VDOT
- FY 2012-2015 TIP Revision: CMAQ Fund Transfer Request – Chesapeake
- Hampton Roads Regional Safety Study 2013 Update: Part I – Crash Trends and Locations
- Hampton Roads 2040 Socioeconomic Forecast and TAZ Allocations
- Transportation Alternatives Program: Endorsement of Project Proposals



- HRTPO Legislative Ad-hoc Committee Items
  - a. Casino Gambling White Paper
  - b. HB2313 HRTPO Administrative Costs and Expenses
  - c. HRTPO 2014 Legislative Agenda – HRTPO Resolution
  - d. National Highway Trust Fund Shortfall – HRTPO Resolution
- HRTPO Citizen Transportation Advisory Committee Membership

Mr. Harrell Moved to approve the Consent items; seconded by Mayor Sessoms. The Motion Carried.

Mayor Johnson requested to pull the following Consent Agenda items as discussed earlier in the meeting:

- *Item #15-Hb – HRTPO Legislative Ad-hoc Committee Item: HB2313 HRTPO Administrative Costs and Expenses*
- *Item #15-Hc – HRTPO Legislative Ad-hoc Committee Item: HRTPO 2014 Legislative Agenda – HRTPO Resolution*
- *Item #15-Hd – HRTPO Legislative Ad-hoc Committee Item: National Highway Trust Fund Shortfall – HRTPO Resolution*

Mayor Johnson Moved to approve the Consent Agenda with the above amendments; seconded by Mayor Sessoms. The Motion Carried.

### **HRTPO 2013 Annual Meeting: Election of Officers**

Mayor Fraim, Chair of the HRTPO Nominating Committee, reported the HRTPO Bylaws state the HRTPO Board election of officers is to take place during the first meeting after October 1st of each year. The officers of the HRTPO Board consist of the Chair, Vice-Chair, and Secretary. As prescribed in the Bylaws, the Nominating Committee convened to recommend nominations for the Annual Meeting.

The Nominating Committee is comprised of the following HRTPO Board members:

- Mayor Paul Fraim (NO)
- Mayor McKinley Price (NN)
- Mayor Kenneth Wright (PO)
- Mayor William Sessoms (VB)
- Ms. Mary Jones (JC)
- Mr. William Harrell (HRT)
- Mr. James Utterback (VDOT)

Mayor Fraim indicated the Bylaws state that the HRPDC Chair and the HRTPO Chair are to be represented by both the Peninsula and the Southside; therefore, Vice-Chair Krasnoff has graciously stepped aside so the HRTPO Chair will be a Peninsula elected official.

Mayor Wright Moved to approve Mayor McKinley Price as HRTPO Chair, Mayor Linda Johnson as HRTPO Vice-Chair, and Mr. Dwight Farmer as HRTPO Secretary as recommended by the HRTPO Nominating Committee; seconded by Mayor Sessoms. The Motion Carried.

Mr. Farmer expressed his gratitude to Mayor Krasnoff for his leadership at today's meeting.

### **HRTPO Board Three-Month Tentative Schedule**

Vice-Chair Krasnoff outlined the HRTPO Board three-month tentative schedule in the Agenda Packet.

### **HRTPO Draft Reports for Public Review**

Vice-Chair Krasnoff highlighted the HRTPO draft reports under review in the Agenda Packet.

### **Correspondence of Interest**

Vice-Chair Krasnoff referenced the items in the Correspondence of Interest section of the Agenda packet.

### **For Your Information**

Vice-Chair Krasnoff 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 1:01 p.m.

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McKinley Price  
Chair

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Dwight L. Farmer  
Executive Director/Secretary