Hampton Roads Transportation Planning Organization
and
Hampton Roads Transportation Accountability Commission

Concurrent Board Meetings – November 21, 2019

The Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia

Concurrent Meeting Composite AGENDA Chronology

Individual Applicable Entity Agenda Attached

10:30 am 1. HRTPO Board Call to Order, HRTPO Welcomes HRTAC Members
2. HRTAC Board Call to Order
3. Approval of Agendas
   a. HRTPO Approval of Agenda
   b. HRTAC Approval of Agenda
4. Public Comment Period
   a. HRTPO
   b. HRTAC
5. HRTAC Board Stands at Ease
6. HRTPO Briefings and Action Items
7. HRTPO Board Stands at Ease
8. HRTAC Board Called Back to Order
9. HRTPO Board Called Back to Order
10. I-64 Regional Express Lanes Update – VDOT & HRTPO Staff
12:00 pm 11. HRTPO and HRTAC Board Adjournment
10:30 am  1. Call to Order
2. Approval of Agenda
3. Public Comment Period
4. Submitted Public Comments
5. Executive Director Report
6. FY 2019 Audited Financial Statements – Michael Garber, PBMares
7. Approval of Consent Items
   A. Minutes
   B. HRTPO Financial Statement
   C. FY 2018-2021 TIP Amendment Request: UPC T21555 (115008) I-64 HRBT Expansion – New Capacity
   D. FY 2018-2021 TIP Amendment Request: UPC 115009 I-64 HRBT Expansion Project – Owners Oversight – HRTAC Portion (Child project of UPC 115008)
   E. FY 2018-2021 TIP Amendment Request: UPC 115010 I-64 HRBT Expansion Project – Design-Build Contract – SMART SCALE Portion (Child project of UPC 115008)
   F. FY 2018-2021 TIP Amendment Request: UPC 115011 I-64 HRBT Expansion Project – South Trestles (Child project of UPC 115008)
   G. FY 2018-2021 TIP Amendment Request: UPC 103005 Centerville Turnpike Widening in Virginia Beach
   H. FY 2018-2021 TIP Revision: Request to Transfer RSTP Funding: UPC 97715 Wythe Creek Road Widening in Hampton
   I. 2019 CMAQ/RSTP Project Selection Process: Recommended Projects and Allocations
   J. Guide for Adding Historical Markers to the Birthplace of America Trail: Final
   K. Current Status of the Birthplace of America Trail: Final
   L. Impact of HOT Lane Operations – Lessons From I-64 Reversible Lanes: Final
   M. Community Advisory Committee (CAC): Membership
   N. Hampton Roads 2045 Socioeconomic Forecast Interim – Year Data
8. I-64 Regional Express Lanes Update – VDOT & HRTPO Staff
12:00 pm  9. Adjournment
ITEM #1:  CALL TO ORDER

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

ITEM #2:  APPROVAL OF AGENDA

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

ITEM #3:  PUBLIC COMMENT PERIOD

Members of the public are invited to address the HRTPO Board. Each speaker is limited to three minutes.
ITEM #4: SUBMITTED PUBLIC COMMENT

There is one submitted public comment. Any other written public comments received after the preparation of this agenda will be distributed as a handout at the meeting.

Attachment 4
HRTPO Public Comment

Name: William Christopher/Future of Hampton Roads  
Date: 10/3/2019  
Subject: Highly Automated and Connected Vehicles

Public Comment Input (Via E-Mail)

The Future of Hampton Roads petitions HRTPO to consider action to prepare Hampton Roads for the introduction of highly automated and connected vehicles (AV) on its roadways by taking a leadership role in including 1) AV working groups, 2) future mobility scenario-planning tools, and 3) public outreach “Demo Days.”

With mass production of AV projected by 2025, it is critical for municipalities to begin planning and building for 21st century connectivity. Communities must be actively engaged in assessing their own mobility requirements and deciding the size, scale, and use of AV that best fits their current and future goals.

AV Working Groups: Before regulating policies, cites and transit planners first need a “roadmap” — clear vision, strong guidelines, and evaluation methods to assess all forms of AV. As a result, cities around the country have begun to form AV working groups (committees) with a wide range of stakeholders (elected officials, state and local agencies, industry and the public) to initiate a conversation around community goals, potential policy barriers for AV implementation, and an action plan for integrating emerging technologies. By starting with an AV working group, Hampton Roads is able to outline its current goals and strategies to establish a vital benchmark against which the region can identify best practices and realize the full spectrum of potential benefits of AV. Such a group could help unravel the range of options and potential impacts to better understand what the future may look like, what choices jurisdictions should be making, and what changes to make to the regional comprehensive plan to shape the deployment of AV in supporting the community’s vision.

Future Mobility Scenario-Planning Tools: As the 20th century car model changes, it is important to quantify and capture competing transportation forces from new technologies. Scenario-planning tools (such as Mobilitics by AECOM) are designed to build out potential future scenarios of how specific mobility options (legacy and automated) are introduced and adopted. The tool is designed to help public and private agencies/engineers and planners to understand long-range transportation impacts for AV integration by quantifying competing forces to interpret options and impacts. By better understanding what the future could look like for transportation, jurisdictions are able to prepare for impacts to existing infrastructure, transit ridership, pricing schemes, parking demands, land use, etc.
Autonomous Vehicle Outreach & Education Clinics, “Demo Days”: While AVs have received much media coverage and hype, the technology remains widely misunderstood. The technology is largely viewed as expensive and unattainable for the masses. People are skeptical of a machine’s ability to be as safe as a human driver and cyber-hack free. And self-driving vehicles dare to threaten our passion for driving and are expected to displace millions of service jobs.

Secretary of Transportation (USDOT) Elaine Chao acknowledges that the public has “legitimate concerns about the safety, security, and privacy of automated vehicles” and has challenged the industry to “step up and help address these concerns and help inform the public about the benefits of automation” (AV3.0, 2018). A core USDOT strategy for integrating automated vehicles is to engage stakeholders and the public by providing accurate information through direct public outreach and demonstrations. Consumers need to understand what the technology is and is not capable of — when does it require human intervention, where can it be operated, etc.

Studies show that individuals prefer to learn about advanced driver technologies through a method that includes a demonstration. FHR encourages efforts to accelerate the awareness and education of AV technology through a series of events (public clinics, educational workshops, and informational materials) designed to create an experiential learning opportunity through direct exposure. This creates an opportunity for cities to partner with AV manufacturers and developers. One example is Partners for Automated Vehicle Education (PAVE) — a coalition launched to inform the public and policymakers about the current and impending impacts of AV technologies.

With intent for maximizing benefits and minimizing negative impacts, FHR encourages HRTPO to consider the above examples to help Hampton Roads and its cities better understand and adapt to the future of transportation.
ITEM #5: EXECUTIVE DIRECTOR REPORT

The Hampton Roads Transportation Planning Organization Executive Director will provide a report to the HRTPO Board.

Attachment 5
TO: HRPDC/HRTPO Boards  
BY: Robert Crum, Executive Director  
RE: Executive Director’s Report – November 2019

The Executive Director attended the October 2 meeting of the Virginia Beach Division of the Hampton Roads Chamber to discuss the opportunities the emerging offshore wind industry offers for the Hampton Roads region.

The HRPDC staff participated in the October 2 and November 7 meetings of the Hampton Roads Economic Development Alliance (HREDA) Regional Economic Development Team meetings.

The HRPDC staff is coordinating efforts with Reinvent Hampton Roads, HREDA and Old Dominion University to prepare a Comprehensive Economic Development Strategy (CEDS) for the Hampton Roads region. This document will be a synopsis of existing studies that have been completed by various economic development stakeholders in Hampton Roads. The completion of a CEDS, and subsequent approval by the Economic Development Administration (EDA), is a requirement for a community to be eligible to compete for federal funding through EDA.

On October 8, the Executive Director participated in a meeting to discuss lessons learned from the Raleigh/Durham Inter-Regional Visit.

On October 16, the Executive Director attended a meeting of the Hampton Roads Caucus to discuss regional legislative issues for the HRPDC and HRTPO.

On October 17, the Executive Director provided a presentation to the Hampton Roads Chamber Board on the work of the HRPDC and HRTPO.

On October 23, the Executive Director provided a presentation to the Hampton City Council on the region’s transportation priority projects and the proposed regional express lanes network.

The HRTPO staff participated in the US Route 460/58/13 Stakeholder Meeting on October 24.

On October 24, the Executive Director provided a presentation on the work of the HRPDC and HRTPO at the Gather co-working space in Downtown Norfolk.
The Executive Director participated in the monthly Regional Roundtable meeting on October 25 at the Virginia Shipbuilders Association.

The Executive Director continues to work with the leadership of Hampton Roads Transit (HRT) and the City Managers to discuss the HRT Transformational Transit Project.

The Executive Director and HRPDC Deputy Executive Director attended the Newport News State of the City Address on October 29.

The HRTPO staff participated in the Regional Connectors Study Steering Committee meeting on November 5.

The Executive Director and HRPDC Deputy Executive Director attended the November 5 meeting of the Eastern Virginia Regional Industrial Facility Authority (EVRIFA) in Newport News.

The HRPDC staff is exploring opportunities through the GO Virginia program to advance the next phase of the regional economic development sites inventory.

The Chief Administrative Officers (CAO) Committee met on November 6 at the Norfolk Botanical Garden, and discussed the following agenda items:

- Something in the Water Festival – Regional Impact
- Opportunities for Regional Collaboration
- Coastal Resiliency Advocacy
- Recap of October HRPDC Meeting

The Executive Director continues to serve on the project task force for Envision 2020. The goal of this effort is to develop a cohesive brand for the Hampton Roads region.

On November 9, the Executive Director and staff provided a briefing to Senator Warner’s Washington, DC transportation representative on transportation planning efforts and needs in the Hampton Roads region.

On November 12, the Executive Director provided a presentation on the region’s transportation planning efforts to Federal Installation Leaders in Hampton Roads. This presentation was hosted at Old Point Bank in Hampton.

The HRPDC staff hosted three public meetings on the Chesapeake/Portsmouth Joint Land Use Study (JLUS) on November 13 and 14.
The Executive Director has been invited to participate in a Transportation Forum at WHRO on the evening of November 14.

The HRPDC/HRTPO Management Team continues to advance work on the following initiatives:

- Completion of the Organization’s Financial Audit
- Management of the Agency’s Server Replacement Project
- Development of a strategic plan for building upgrades and improvements
- Research on establishment of a trust fund to address the organization’s long-term pension liabilities
- IT Management
- Recruitment for vacant positions
- Public Participation Plan
- Provision of human resource management services to HRTAC and HRMFFA
- Financial services support for HRTAC
- Personnel management
ITEM #6: FY 2019 AUDITED FINANCIAL STATEMENTS

*Michael Garber, PBMAres*

PBMAres, LLP has completed its annual review of the financial statements of the Hampton Roads Transportation Planning Organization (HRTPO) and the Hampton Roads Planning District Commission (HRPDC).

The independent Auditors’ Report states that the statements present fairly, in all material respects, the basic financial statements of the HRPDC/HRTPO. There were no material weaknesses or deficiencies identified in any of the internal controls or processes of the financial activity, and all information was free of any material misstatements. The audited financial statements, along with supplemental management letters, and the auditor's opinion report, based on census data reported to the Virginia Retirement System (VRS), have been posted on both websites.

Additional information that may be of value to Board members is the breakdown of the Fund Balance as shown in the attachment.

Mr. Michael Garber, Partner at PBMAres, will brief the HRTPO Board on this item.

Attachment 6: Fund Balance Breakdown
Enclosure 6: 2019 Auditors’ Report

**RECOMMENDED ACTION:**

Approve the FY 2019 Audited Financial Statements.
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<th>FY2018</th>
<th>FY2019</th>
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<td><strong>TOTAL FUND BALANCE</strong></td>
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<td>6,406,174</td>
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<td><strong>LESS:</strong></td>
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<td>(2,266,786)</td>
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<td>RESERVES</td>
<td>(315,836)</td>
<td>(251,069)</td>
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<tr>
<td>Minus: Prepaid Expense</td>
<td>(53,563)</td>
<td>(29,359)</td>
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<td>GASB 45</td>
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<tr>
<td>LEAVE</td>
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<td><strong>AVAILABLE FUND BALANCE (UNASSIGNED)</strong></td>
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**CASH IN BANK:**

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<td>LGIP Investments</td>
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<td>Checking &amp; Petty Cash</td>
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<td><strong>TOTAL CASH IN BANK</strong></td>
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<td>Plus: A/R</td>
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<tr>
<td>Plus: Prepaid Expense</td>
<td>53,563</td>
<td>29,359</td>
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<td><strong>TOTAL CURRENT ASSETS/LIABILITIES &amp; FUND BALANCE</strong></td>
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<td>Minus: A/P</td>
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<td>Minus: Contracts A/P</td>
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<td>Minus: Misc. A/P</td>
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<td><strong>TOTAL LIABILITIES</strong></td>
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<td><strong>TOTAL FUND BALANCE</strong></td>
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</tr>
<tr>
<td>DESIGNATED (Committed)*</td>
<td>(2,266,786)</td>
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<td>(315,836)</td>
<td>(251,069)</td>
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<td>GASB 45/75 (Assigned)</td>
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<td><strong>AVAILABLE FUND BALANCE (Unassigned)</strong></td>
<td>2,582,808</td>
<td>2,530,311</td>
</tr>
</tbody>
</table>

**Note 1:** From Balance Sheet

- Total Assets
- Minus: Capital Assets
- Minus: Accounts Payable
- Minus: Trans Pass-Thru (Contracts Payable)
- Minus: Misc. Accounts Payable
- = Fund Balance
ITEM #7: APPROVAL OF THE HRTPO CONSENT ITEMS

A. MINUTES

Minutes from the October 17, 2019 Concurrent HRTPO/HRTAC meeting are attached.

Attachment 7-A

RECOMMENDED ACTION:

Approve the minutes.

B. HRTPO FINANCIAL STATEMENT

The Statement of Revenues and Expenditures for the activities of September 2019 is attached. This statement reflects the financial status of the HRTPO as a whole.

Attachment 7-B

RECOMMENDED ACTION:

Accept the HRTPO Financial Statement.
The Joint HRTPO and HRTAC Board Meeting was convened at 9:40 a.m. in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia. HRTPO Chair Tom Shepperd called the HRTPO Board meeting to order. He then welcomed the HRTAC Board to the meeting. HRTAC Chair Linda Johnson called the HRTAC Board meeting to order at 9:40 a.m. The following members of the HRTPO Board were in attendance:

**HRTPO Voting Members in Attendance:**
- John L. Rowe, Jr. Chair (PO)
- Donnie Tuck, Vice Chair (HA)
- Rick West (CH)*
- Ella Ward (Alternate, CH)
- Barry Cheatham (FR)
- Joel Acree (IW)*
- Michael Hipple (JC)
- McKinley Price (NN)
- Kenneth Alexander (NO)
- Herbert Green (Alternate, PQ)
- Barry Porter (SH)

**HRTPO Nonvoting Members in Attendance:**
- Amanda Jarratt (FR)*
- J. Brent Fedors (GL)*
- Mary Bunting (HA)
- Randy Keaton (IW)
- Cindy Rohlf (NN)
- Chip Filer (NO)

**Invited Participants:**
- Stephen Brich, VDOT Commissioner
- Nicholas Donohue, Deputy Secretary of Transportation
- Tom Inglima, Attorney Wilcoxon & Savage PC
- Kevin Page, HRTAC Executive Director
- Monty Mason, Senator

**HRTPO Executive Director:**
- Robert A. Crum, Jr.
HRTPO Voting Members Absent:
Phillip Bazzani (GL)  Senator Mamie Locke (GA)
Paul Freiling (WM)  Randall Burdette (VDA)
Jennifer Mitchell (DRPT)

HRTPO Nonvoting Members Absent:
James Baker (CH)  Ivan Rucker (FHWA)
Scott Stevens (JC)  Mark Flynn (FAA)
Michael Johnson (SH)  Terry Garcia-Crews (FTA)

HRTPO Staff:
Mike Kimbrel  Sharon Lawrence
Natalie Brown  John Mihaly
Sam Belfield  Kendall Miller
Rob Case  Keith Nichols
Andrea Gayer  Jeff Raliski
Kathlene Grauberger  Dale Stith
Logan Grimm  Theresa Brooks
Uros Jovanovic  Joe Turner

*Denotes late arrival or early departure

Others Recorded Attending:
Judy Hinch, Earl Sorey (CH); Brian DeProfo (HA); Michael King (NAVY); Col Ed Vedder (Langley-Eustis); Robert Bowen (NAA); Caleb Smith (Congresswoman Luria); Dave Jenkins, Angela Hopkins, Bridgette Parker, Bryan Stilley, Jerri Wilson (NN); Thelma Drake, Amy Inman (NO); Shannon Glover (Portsmouth City Council ); Sonya Hallums-Ponton, Eric Stringfield, Faizan Habib, Tim Haynam (VDOT); Bob Matthias (VB); Sheila Noll (YK); Sheldon Poe, Shane Royer (Veteran Reporters); Randolph Cook (SH); Leroy Bennett (SU); Drew Lumpkin (Senator Warner); Karen McPherson (McPherson Consulting); Mark Geduldig-Yatrofsky (Atlantisihr.com); Chris Mills (WSP); Jake Fink (HNTB Corp); Margaret Rockwell (McGuireWoods Consulting); Doug Wilson (ERC); Lui Zukosky (RK&K); Lynn Coen, Jennifer Hodnett (HRTAC); Keith Cannady, Kelli Arledge, Cynthia Mulkey, Katherine Rainone, Matt Smith, Tiffany Smith, , Chris Vaigneur, Sheila Wilson (HRPDC Staff).

Mayor Mckinley Price asked for a moment of silence for former Delegate Alan Diamonstein.

Approval of Agenda

HRTPO Chair Thomas Shepperd asked for any additions or deletions to the HRTPO Board Agenda. Hearing none, Mayor John Rowe Moved to approve the agenda; seconded by Mayor Kenneth Alexander. The Motion Carried.

Chair Linda Johnson asked for any additions or deletions to the HRTAC Board Agenda. Hearing none, Mayor John Rowe Moved to approve the agenda; seconded by Mayor Kenneth Alexander. The Motion Carried.
Public Comment Period

There were no public speakers for the HRTPO Board.

Mr. Mark Geduldig-Yatrofsky addressed the HRTAC Board.

Mayor Robert Dyer arrives

9:43 a.m. HRTAC Board stands at ease.

HRTPO Briefings and Action Items

Mr. Tom Leahy arrives

Executive Director Report

Mr. Robert Crum, HRTPO Executive Director, directed the Board to his written report included in the agenda.

Election of HRTPO Board Officers

According to HRTPO Board Bylaws, the HRTPO Board election of officers is to take place during the first meeting after October 1st of each year. Mayor Kenneth Alexander, Nominating Committee Chair, stated the HRTPO Nominating Committee recommended Mayor John L. Rowe and Mayor Donnie Tuck for the positions of HRTPO Chair and Vice-Chair respectively, and recommended HRTPO Executive Director Robert A. Crum, Jr. for HRTPO Secretary.

Senator John Cosgrove Moved to elect Mayor John L. Rowe, Jr. and Mayor Donnie Tuck as HRTPO Chair and Vice-Chair, and Mr. Robert A. Crum, Jr. as Secretary. The Motion Carried.

Mr. Shepperd made parting comments of gratitude to the Board.

Mayor Rick West arrives

Employee Recognition

Mr. Crum recognized Mr. John Mihaly, HRTPO Principal Transportation Planner, for his five years of outstanding service to the HRTPO.

Mr. Crum recognized Mr. Keith Nichols, Principal Transportation Engineer and Mr. Sam Belfield, Senior Transportation Engineer, for their 20 years of outstanding service to the HRTPO.

Mr. Crum recognized Mr. Mike Kimbrel, Deputy Executive Director, for his 30 years of outstanding service to the HRTPO.
2020 Regional Legislative Report

Mr. Robert Crum, HRTPO Executive Director, reported that the 2020 Legislative Agenda had been drafted for HRTPO Board consideration and submission to the Hampton Roads Caucus of the General Assembly and the Hampton Roads Congressional Delegation. The 2020 Virginia General Assembly Session convenes January 8, 2020.

The following HRTPO priorities will be included in the 2020 Legislative Agenda:

- Continue to pursue Federal and State funding for the I-64 HRBT Expansion Project
  - Largest transportation project in Virginia’s history at $3.8 Billion
  - Majority of funding currently provided by HRTAC regional taxes
  - Project supports military (national security), Port (east coast economy), Emergency evacuation, and State tourism industry

- Request that the Commonwealth place priority on widening the 9-mile section of I-64 from Exit 234 (Route 199 – Lightfoot) to the James City County/New Kent County line.
  - Monies allocated to the I-64 corridor from the I-81 funding agreement should be prioritized for investment in this project

- Support increased funding to the Virginia SMART SCALE Program
  - Due to limited funding, SMART SCALE project selection is only conducted every two years
  - Last Statewide competitive pool included less than $450 Million for entire State
  - By comparison, Hampton Roads is funding over $5 Billion of Interstate Highway projects with regional funds through HRTAC

- Promote high-speed passenger rail service between Hampton Roads and Richmond, including projects of independent utility that improve travel times and reliability for the Southside and Peninsula corridors.

After discussion, Mr. Barry Cheatham Moved to approve the resolution; seconded by Mayor Robert Dyer. The Motion Carried.

The following items were included in the agenda as Consent Items:

A. Minutes – July 18, 2019 HRTPO Board Meeting
B. Minutes – September 19, 2019 Concurrent HRTAC/HRTPO Board Meeting
C. HRTPO Financial Statement
D. State of Transportation in Hampton Roads Study: Final
E. FY 2018-2021 TIP Amendment Request: UPC 111788
   I-264 West Off-Ramp Improvements at Ballentine Boulevard in Norfolk
F. FY 2018-2021 TIP Amendment Request: UPC 111791
   Route 171 Widening between Route 17 and Route 134 in York County
G. FY 2018-2021 TIP Amendment Request: UPC 115512
   Longhill Road Shared Use Path in James City County
H. FY 2018-2021 TIP Amendment Request: UPC 115513
   Carrollton Boulevard (Route 17) Crosswalks in Isle of Wight County
I. FY 2018-2021 TIP Amendment Request: UPC 16314
   Penniman Road/Government Road Improvements in York County
J. FY 2018-2021 TIP Amendment Request: 11 Projects: HRT
K. Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funding
   Revision – Request to Transfer CMAQ Funding:
   UPC 115374 Canon Boulevard and Old Oyster Point Road intersection
   improvements in Newport News
   UPC 115375 Oyster Point Road and Canon Boulevard intersection improvements project in Newport News
L. Regional Surface Transportation Program (RSTP) Funding Revision – Request to Transfer RSTP Funding:
   UPC 115517 Mt. Pleasant/Route 168 Interchange Project in Chesapeake
   UPC 115423 George Washington Highway Widening Project in Chesapeake
M. FY 2018-2021 TIP Revision: Request to Transfer CMAQ Funding: UPC 103928
   Green operator truck replacement program – VPA
N. FY 2018-2021 TIP Revision: Request to Transfer CMAQ Funding: UPC 115559
   Denbigh Fringe Park & Ride improvements in Newport News
O. FY 2018-2021 TIP Revision: Request to Transfer RSTP Funding:
   UPC 50057 Ironbound Road Reconstruction in James City County
   UPC 13496 Route 60 (Pocahontas Trail) Relocation in James City County
   UPC 98810 Mooretown Road Corridor Study in James City County
   UPC 98811 Longhill Road Corridor Study in James City County
P. FY 2018-2021 TIP Revision: Request to Transfer RSTP Funding: UPC 17633
   Richmond Road Multi-Use Trail in James City County
Q. FY 2018-2021 TIP Revision: Request to Transfer RSTP Funding: UPC T22709
   Victoria Boulevard Facility Upgrades – HRT
R. FY 2021-2022 Transportation Alternatives (TA) Set-Aside Project Selection Process:
   Project Proposals

Mr. Barry Cheatham Moved to approve the HRTPO consent items as written; seconded by Mr. Barry Porter. The Motion Carried.

10:03 am HRTPO Board stands at ease.

Mr. Brent Fedors arrives

10:04 am HRTAC Board called back to order

10:05 am HRTPO Board called back to order

I-64 Regional Express Lanes Update
Mr. Crum reported that during the July HRTPO Board meeting, the Board asked HRTPO and VDOT to analyze the Express Lanes network in two steps: VDOT Staff would evaluate how the network would work in 2025 and HRTPO Staff would evaluate, for the year 2040, how the Express Lanes would work compared to a scenario in which all new capacity was built as General Purpose lanes.

The HRTPO Analysis found that if the improvements along I-64 were built as all General Purpose lanes, there would be high levels of congestion by 2040.

Mr. Crum stated the staff conclusion was that to make the best use of the lanes we can build, the HRTPO analysis indicated that Express Lanes provided the best chance for good mobility for Hampton Roads residents and businesses.

Mr. Crum noted that VDOT Commissioner Brich would provide an overview of the needed improvements and costs.

Mr. Stephen Brich, VDOT Commissioner, briefed the Board on Improvement Elements on the Peninsula and Southside:

Peninsula Improvement Elements

- **Repurposing of HOV lane to HOT**
  - Toll gantries and equipment
  - Bollards
  - Signing and marking

- **East Bound (EB) Widening from Rip Rap Road**
  - Realign and replace bridge at LaSalle Avenue Loop Ramp
  - Realign Rip Rap Road and Settlers Landing Road Ramps
  - Replacement of the King Street and Hampton River Bridges
  - Rehab and Widen of Settler’s Landing Bridge
  - Noise Walls
  - Right-of-way

- **WB Widening to Rip Rap Road from Settler’s Landing**
  - Realign Settlers Landing Road Ramps
  - Replace King Street Bridge
  - Rehab and Widen Hampton River Bridge (required for replacement of EB Bridge), Settlers Landing Road, New Market Creek bridges
  - Noise Walls
  - Right of way

Vice-Chair Tuck stated with two lanes coming across the bridge then a third lane after Mallory Street, there is a possibility for congestion. He stated if a two-by-two is going to be created then the golf course will have to be considered.

Mr. Brich stated the Veterans Cemetery, Hampton University and the golf course will be considered. He stated creating a two-by-two will clear the congestion in the eastbound direction.

Vice-Chair Tuck asked for clarification of the sound walls which will block the view of the city.

Mr. Brich stated there are federal requirements that have to be worked through, and the view of the city will be taken into consideration at the discussion of the sound wall.

After discussion on the Peninsula improvement elements, Mr. Brich continued with the presentation.

Southside Improvement Elements

- **Repurposing of Existing Pavement**
  - Reconstruct shoulders
  - Signing and marking
  - Replace Tidewater and Chesapeake Boulevard bridges
  - Noise Walls

- **West Bound (WB) slip ramp at I-564**
  - Provides continuous managed lane


Mr. Brich noted that unfortunately, VDOT was unable to complete the traffic and revenue analysis. He indicated the analysis should be completed before the December 12, 2019 HRTAC meeting.

Delegate David Yancey suggested a motion that the Master Tolling Agreement to be brought before the HRTAC Board at the December 12, 2019 meeting be pre-approved by the Commonwealth Transportation Board (CTB) prior to the December 12, 2019 meeting and provide clarity that HRTAC will be responsible for the funds.

Vice-Chair Tuck asked if all existing lanes will continue to be free.

Mr. Nicholas Donohue, Deputy Secretary of Transportation, advised that lanes which are not restricted will continue to be unrestricted for everyone to use. The general purpose lanes will always remain open and available to users at all times of the day.
Delegate David Yancey stated the purpose of the HRTAC was to guarantee that the money from the region will stay in the region to build projects. He stated HRTAC has the accountability of the tax payers’ money to the projects they demand to be built or improved upon.

Mr. Donohue advised that the revenue will stay in the Region through a Master Tolling Agreement.

Mayor Alexander stated his concern about the resolution which calls for HRTAC to manage funds but the Commonwealth is issuing the debt versus HRTAC. He stated if the debt is being issued by the Commonwealth, management of the funding and operation should be by the Commonwealth.

Mr. Donohue advised that if the Commonwealth were to be the issuer of the debt they would need to be the ones to operate the express lanes. He stated any actions the Commonwealth takes on in the region will be under the terms of the Master Tolling Agreement and will be in place with HRTAC before tolls are put in place.

Mayor Alexander questioned if the Commonwealth is going to be responsible for the revenue, who prevents the revenue from going to other priorities that VDOT may have for other regions in the Commonwealth?

Mr. Donohue stated that several things are in place both constitutionally and statutorily and VDOT seeks to memorialize through the Master Tolling Agreement. Mr. Donohue said that he is here to execute a Master Tolling Agreement with this region that will be binding on both parties indicating how the revenue will be used without regard to who is imposing the toll.

Senator Cosgrove questioned that if the Commonwealth is the keeper of the tolls and the revenue, will the Commonwealth take a percentage in administration fees?

Mr. Donohue stated that VDOT would not take a percentage off the top; however, there will be certain collection costs.

Senator Cosgrove advised that every penny should be put to the best use in Hampton Roads.

HRTAC Chair Johnson suggested looking to the HRTAC financial advisors for advice. She stated the fourth bullet in the resolution which reads “funding and operation of the express lanes network be managed by HRTAC”, she suggested it should say “funding operation and use of toll revenue of the express lanes to be managed by HRTAC”.

Chair Rowe agreed.

Delegate Yancey stated that Mayor Alexander made good points and there is a lack of clarity where the money is going.

Chair Rowe called on Mr. Crum to address how the Resolution came about.
Mr. Crum stated that after the last meeting, HRTPO Chair Shepperd approached staff and thought it was appropriate to create a working committee to develop a recommendation that could be considered by the HRTPO Board on guiding principles that could be endorsed and relayed to HRTAC as they proceed with the execution of the Master Tolling Agreement.

Mr. Crum introduced the TPO working committee as Mr. Thomas Shepperd, York County; HRTAC Chair Linda Johnson, Suffolk; HRTPO Chair John Rowe, Portsmouth; Vice-Chair Donnie Tuck, Hampton; Ms. Courtney Doyle, Norfolk; Mr. Michael Hipple, James City County; Mayor Rick West, Chesapeake.

Vice-Chair Tuck made the following recommendations:

- The Committee recommends that the region endorse a consistent Express Lanes Network that begins on I-64 at Jefferson Avenue in Newport News, proceeds along I-64 through Bowers Hill in Chesapeake, and continues along I-664 to I-64 in the vicinity of the Hampton Coliseum. The Committee believes it is important to pursue the concept of a fully connected and consistent network to ensure the future needs of the region will be addressed.

- The Committee recommends that the Express Lanes Network be a consistent HOT-2 network, with one HOT lane and one part-time HOT shoulder lane where practical and necessary.

- To minimize impacts to the region’s motorists, the Committee recommends that, wherever practicable, the roadways that make up the Express Lanes Network be restricted to HOT operation during peak traffic times and be open to all traffic outside of the restricted periods.

- The Committee recommends that funding and operation of the Express Lanes Network be managed by HRTAC.

- In consideration of policy recommendations to HRTPO, the Committee recommends that HRTAC consider the following items when developing the Master Tolling Agreement with VDOT:
  
  - Prioritize traffic throughput over revenue generation
  
  - Develop tolling approaches that mitigate impacts on Hampton Roads residents, including options that maximize revenue collection on weekends
  
  - Funding and operation of the Express Lanes Network be managed by HRTAC

The Express Lanes Working Committee recommends that the HRTPO Board take action to forward these recommendations to the HRTAC for consideration.

Vice-Chair Tuck stated that Chair Johnson made a recommendation to modify item number four of the resolution to read “Funding, operation and the use of toll revenues of the Express
Lanes Network to be managed by HRTAC directly or indirectly through the Master Tolling Agreement”.

Vice-Chair Tuck Moved to adopt the resolution as modified; seconded by Mr. Hipple. Chair Rowe then opened discussion on the resolution.

Mayor Alexander stated that traffic throughput should be a priority. He asked what the revenue generation would be as it can create a structural imbalance.

Chair Johnson stated there is a definition to both traffic throughput and revenue generation.

Mr. Kevin Page, HRTAC Executive Director, made a suggestion to modify the language to say “prioritize traffic throughput over revenue generation where practicable”. Mr. Page clarified throughput versus revenue generation as this terminology is used when the modeler is doing the modeling.

Mayor Alexander questioned if the Resolution is time sensitive and is there a reason that it is before the Board without the analysis.

Chair Rowe stated the Resolution feeds into the tolling agreement negotiations.

Mr. Randy Wheeler reported that the current long range financial plans include tolling as a part of a repayment schedule as this is a significant additional improvement to the network which will be paid for by toll revenue bonds.

Vice-Chair Tuck stated if the toll rate is so high and people are discouraged from using the HOT network, then there will not be congestion relief. He stated that the language in the resolution should indicate a rate where there will be congestion relief.

Delegate Stolle requested clarification on peak traffic times.

Vice-Chair Tuck stated that based on the hours of 6 a.m. to 8 a.m. and 4 p.m. to 6 p.m. we are not allowing for the other times that traffic backs up. He stated if traffic will be in all lanes outside of the peak hours, and we have not defined that, we are not allowing the opportunity for someone to get out of the traffic congestion and utilize the HOT lanes. Vice-Chair Tuck stated we need to determine what the peak period is.

Delegate Stolle suggested defining peak period and rush hour so there is not a contradiction within the resolution.

Mr. Crum suggested the language should be modified in the second line of item three to read “during periods of high traffic or excessive traffic”.

Chair Rowe stated that we should change the word “peak” to “high volume traffic”.

Mr. Shepperd stated he is concerned about adding more wording to the resolution as more definitions will have to be created. He stated HRTAC is responsible for management and operations.
Chair Johnson suggested crossing out item one that says “prioritize traffic through revenue generation”.

Mr. Hipple stated item one was placed in the resolution so that the concentration would not only be on revenue generation but also on balance throughput and revenue generation within the statement.

Mayor Alexander stated that he is in agreement with striking the language but replacing it with “optimal congestion pricing”.

Mr. Page stated he agrees with the language as this is the intended purpose of a managed lane network.

Mayor Alexander stated that he is offering this as a substitute language.

Mr. Shepperd asked for clarification on the language

Mr. Page stated when dealing with “optimal congestion pricing” there is a lot that occurs to maximize the ride quality and convenience of the HOT network. He stated the optimization of the network includes congestion pricing due to the inversion that occurs.

Mayor Alexander asked should the verb be “optimize” congestion pricing; that “optimal” is not a verb.

Chair Rowe stated that it should be changed to “optimize”.

Mayor Alexander asked Mr. Chip Filer to give the correct use of the word optimize.

Mr. Filer stated the correct way should be prioritize optimal pricing.

Mr. Barry Porter recommended using “dynamic tolling” which assumes, as traffic increases, the tolling should adjust to encourage people to use it or not. He suggests dynamic tolling should be in place all day.

Mr. Filer stated once optimal congestion pricing is added as bullet one, that would take care of peak and non-peak.

Mr. Page suggested to modify the last bullet, which is to strike and so that it will read; funding, operation, and after and add the use of toll revenue. At the very end add and and add directly or indirectly through the Master Tolling Agreement.

Mr. Brent Fedors stated HRTAC should keep the responsibility in this clause.

Mr. Donahue reaffirmed that the money will go to the Hampton Roads Bridge Tunnel (HRBT) and other projects that are identified by HRTAC. He stated that there will be a Master Tolling Agreement that will govern the use of toll revenues and will ensure the Commission’s and the region’s rights, roles and responsibilities with regard to how the money is used.
Chair Rowe acknowledged the thorough editing process and asked if everyone was comfortable with the edits. He then asked for a vote on the resolution and it was approved unanimously.

Delegate David Yancey Moved that the Master Tolling Agreement for the entire network with the Commonwealth Transportation Board’s approval be brought to the Hampton Roads Transportation Accountability Commission (HRTAC) for agreement and finalization between HRTAC and the Virginia Department of Transportation (VDOT) at the December 12th meeting; seconded by Mr. Hipple. The Motion Carried

Mr. Donohue stated that the (CTB) has been briefed and they understand what is taking place.

Mayor Alexander stated that the 2020 General Assembly session starts January 8, 2020, and the Master Tolling Agreement should be back before the board in December.

Mr. Shepperd requested VDOT to provide an estimate at the December meeting of how much revenue will be generated. He asked how long the HOT lanes will operate within the region.

Delegate Yancey stated Mr. Shepperd made a good point and asked who will be controlling the tolls and monies and how they will be spent.

Chair Johnson suggest to have a joint meeting between the TPO and HRTAC on November 21, 2019.

Mr. Herbert Green Moved to approve the motion; seconded by Delegate Stolle. The Motion Carried.

Adjournment

With no further business to come before the Hampton Roads TPO, the meeting adjourned at 11:24 a.m.

__________________________________________  _______________________________________
John L. Rowe, Jr.                          Robert A. Crum, Jr.
   Chair                                          Executive Director/Secretary
## FISCAL YEAR 2020
9/30/19
STATEMENT OF REVENUES AND EXPENDITURES
25% OF FISCAL YEAR COMPLETE

### REVENUES
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**TOTALS**

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* HRTPO grants operate on a quarterly reimbursement basis; as such the total YTD does not reflect the commission's current financial position.
C. FY 2018-2021 TIP AMENDMENT: UPC T21555 (UPC 115008)
   I-64 HRBT EXPANSION – NEW CAPACITY

The Virginia Department of Transportation (VDOT) has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the project UPC number, project title, description, cost estimate, schedule, allocations, and obligations for one project as described below:

- **UPC T21555: I-64 HRBT Expansion – New Capacity**
  - Revise UPC Number as follows:
    - Update the UPC from the temporary UPC number of T21555 to the permanent UPC number of UPC 115008.
  - Revise Project Title as follows:
    - I-64 HRBT Expansion Project – Design Build Contract – HRTAC Portion (Parent project)
  - Revise Description as follows:
    - Widen I-64 from Settlers Landing Road to I-564 to include the widening of the landside four-lane sections in Hampton and Norfolk to 6 lanes, plus 2 part-time drivable shoulder lanes; expand the HRBT by building twin two-lane bored tunnels west of the existing eastbound tunnel.
  - Revise Cost Estimate as follows:
    - Preliminary Engineering (PE): $0
    - Right of Way (RW): $0
    - Construction (CN): $3,004,569,251
    - Total Cost Estimate: $3,004,569,251
  - Revise Schedule as follows:
    - PE: N/A
    - RW: N/A
    - CN Start: 4/3/2019; End: 11/1/2025
  - Revise Allocations as follows:
    - Revise FY 2019 Other Hampton Roads Transportation Accountability Commission (HRTAC) allocation to be $54,756,990
    - Revise FY 2020 Other-HRTAC allocation to be $195,243,010
    - Revise FY 2021 Other-HRTAC allocation to be $1,076,175,698
    - Revise FY 2022 Other-HRTAC allocation to be $657,026,122
    - Revise FY 2023 Other-HRTAC allocation to be $495,010,086
    - Revise FY 2024 Other-HRTAC allocation to be $368,828,395
    - Add FY 2025 Other-HRTAC allocation of $157,528,950
  - Revise Obligations as follows:
    - Add FY 2019 CN Phase Other-HRTAC obligation of $54,756,990
    - Add FY 2020 CN Phase Other-HRTAC obligation of $195,243,010
    - Add FY 2021 CN Phase Other-HRTAC obligation of $1,076,175,698
This project is considered regionally significant and was included as such in the Hampton Roads FY 2018-2021 TIP and 2040 LRTP that received a conformity finding from the Federal Highway Administration (FHWA) dated October 29, 2018. This TIP amendment does not affect the project scope; therefore, it does not require a new conformity determination.

This request was made available for public review and comment from October 30, 2019 through November 13, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

**RECOMMENDED ACTION:**

Approve the proposed TIP amendment.
D. FY 2018-2021 TIP AMENDMENT REQUEST: UPC 115009
I-64 HRBT EXPANSION PROJECT – OWNERS OVERSIGHT – HRTAC PORTION
(CHILD PROJECT OF UPC 115008)

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2018-2021 Transportation Improvement Program (TIP) to add one project as described below:

- UPC 115009: I-64 HRBT Expansion Project – Owners Oversight – HRTAC Portion (Child project of UPC 115008)
  - Add project to TIP.
  - Description: HRTAC portion of Owners Oversight costs, including Preliminary Engineering, Right of Way, Incentive, and Contingency/Scope Validation funds for the overall project.
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): $118,472,054
    - Right of Way (RW): $15,000,000
    - Construction (CN): $415,428,276
    - Total Cost Estimate: $548,900,330
  - Schedule as follows:
    - PE: Start: 4/3/2019; End: 11/1/2025
    - CN Start: 4/3/2019; End: 11/1/2025
  - Allocations as follows:
    - Add FY 2019 Other Hampton Roads Transportation Accountability Commission (HRTAC) allocation of $20,923,603
    - Add FY 2020 Other-HRTAC allocation of $170,140,249
    - Add FY 2021 Other-HRTAC allocation of $52,818,643
    - Add FY 2022 Other-HRTAC allocation of $56,577,245
    - Add FY 2023 Other-HRTAC allocation of $50,653,641
    - Add FY 2024 Other-HRTAC allocation of $52,817,383
    - Add FY 2025 Other-HRTAC allocation of $133,501,765
    - Add FY 2026 Other-HRTAC allocation of $11,467,801
  - Obligations as follows:
    - Add FY 2019 PE Phase Other-HRTAC obligation of $5,923,603
    - Add FY 2019 RW Phase Other-HRTAC obligation of $15,000,000
    - Add FY 2020 PE Phase Other-HRTAC obligation of $20,140,249
    - Add FY 2020 CN Phase Other-HRTAC obligation of $150,000,000
    - Add FY 2021 PE Phase Other-HRTAC obligation of $23,694,411
    - Add FY 2021 CN Phase Other-HRTAC obligation of $29,124,232

This project is a child project of UPC 115008, which is considered regionally significant and was included as such in the Hampton Roads FY 2018-2021 TIP and 2040 LRTP that received a conformity finding from the Federal Highway Administration (FHWA) dated October 29, 2018. This UPC is for accounting purposes only and does not affect the project scope of the parent project; therefore, it does not require a new conformity determination.
This request was made available for public review and comment from October 30, 2019 through November 13, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

**RECOMMENDED ACTION:**
Approve the proposed TIP amendment.
E. FY 2018-2021 TIP AMENDMENT REQUEST: UPC 115010
I-64 HRBT EXPANSION PROJECT – DESIGN-BUILD CONTRACT – SMART SCALE
PORTION (CHILD PROJECT OF UPC 115008)

The Virginia Department of Transportation (VDOT) has requested to amend the FY
2018-2021 Transportation Improvement Program (TIP) to add one project as
-described below:

- UPC 115010: I-64 HRBT Expansion Project – Design-Build Contract – SMART
  SCALE Portion (Child project of UPC 115008)
  - Add project to TIP.
  - Description: SMART SCALE portion of costs for the Design-Build
    contract.
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): $0
    - Right of Way (RW): $0
    - Construction (CN): $200,000,000
    - Total Cost Estimate: $200,000,000
  - Schedule as follows:
    - PE: N/A
    - RW: N/A
    - CN Start: 4/3/2019; End: 11/1/2025
  - Allocations as follows:
    - Add FY 2024 Grant Anticipation Revenue Vehicle (GARVEE) allocation of $110,000,000
    - Add FY 2025 GARVEE allocation of $90,000,000
  - Obligations as follows:
    - Add FY 2020 CN Phase Advanced Construction (AC) Obligation of $200,000,000
  - Project Note:
    - Total GARVEE Debt Service Principal for the project is $200,000,000 in FY 2024 – FY 2039. Corresponding Debt Service Interest is $68,285,004 in FY 2024 – FY 2039 on UPC T23448.

This project is a child project of UPC 115008, which is considered regionally
significant and was included as such in the Hampton Roads FY 2018-2021 TIP and
2040 LRTP that received a conformity finding from the Federal Highway Administration (FHWA) dated October 29, 2018. This UPC is for accounting purposes only and does not affect the project scope of the parent project; therefore, it does not require a new conformity determination.

This request was made available for public review and comment from October 30,
2019 through November 13, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:
Approve the proposed TIP amendment.
F. FY 2018-2021 TIP AMENDMENT REQUEST: UPC 115011
I-64 HRBT EXPANSION PROJECT – SOUTH TRESTLES (CHILD PROJECT OF
UPC 115008)

The Virginia Department of Transportation (VDOT) has requested to amend the FY
2018-2021 Transportation Improvement Program (TIP) to add one project as
described below:

- UPC 115011: I-64 HRBT Expansion Project – South Trestles (Child project of
  UPC 115008)
  - Add project to TIP.
  - Description: VDOT portion of Construction and Preliminary
    Engineering costs for a subset of the overall project: replace existing
    marine bridges between the Norfolk shoreline and the HRBT South
    Island.
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): $3,527,946
    - Right of Way (RW): $0
    - Construction (CN): $104,999,700
    - Total Cost Estimate: $108,527,646
  - Schedule as follows:
    - PE: Start: 4/3/2019; End: 11/1/2025
    - RW: N/A
    - CN Start: 4/3/2019; End: 11/1/2025
  - Allocations as follows:
    - Add FY Previous Commonwealth Transportation Board (CTB)
      Formula Bridge allocation of $980,812
    - Add FY 2018 CTB Formula Bridge allocation of $1,034,223
    - Add FY 2019 CTB Formula Bridge allocation of $12,335,668
    - Add FY 2020 Highway Infrastructure Program (HIP) allocation
      of $6,881,607
    - Add FY 2020 CTB Formula Bridge allocation of $9,422,985
    - Add FY 2021 National Highway Performance Program (NHPP)
      allocation of $102,066
    - Add FY 2021 Bridge allocation of $516,980
    - Add FY 2022 NHPP allocation of $4,962,899
    - Add FY 2022 Bridge allocation of $749,307
    - Add FY 2023 NHPP allocation of $1,992,769
    - Add FY 2023 Bridge allocations of $1,367,109
    - Add FY 2024 NHPP allocation of $240,000
    - Add FY 2024 National Highway Freight Program (NHFP)
      allocation of $16,282,670
    - Add FY 2024 Surface Transportation Program (STP) Bridge
      allocation of $1,596,497
    - Add FY 2024 Bridge allocation of $266,818
    - Add FY 2025 NHPP allocation of $9,520,700
    - Add FY 2025 NHFP allocation of $8,449,010
    - Add FY 2025 Bridge allocation of $6,927,908
    - Add FY 2026 Bridge allocation of $24,897,618
Obligations as follows:

- Add FY 2020 PE Phase HIP obligation of $3,527,946
- Add FY 2020 CN Phase HIP obligation of $3,353,661
- Add FY 2020 CN Phase NHPP obligation of $102,066
- Add FY 2020 CN Phase AC obligation of $43,044,545
- Add FY 2020 CN Phase AC-Other obligation of $58,499,428
- Add FY 2021 CN Phase AC-Conversion obligation of $4,962,899

This project is a child project of UPC 115008, which is considered regionally significant and was included as such in the Hampton Roads FY 2018-2021 TIP and 2040 LRTP that received a conformity finding from the Federal Highway Administration (FHWA) dated October 29, 2018. This UPC is for accounting purposes only and does not affect the project scope of the parent project; therefore, it does not require a new conformity determination.

This request was made available for public review and comment from October 30, 2019 through November 13, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the proposed TIP amendment.
G. FY 2018-2021 TIP AMENDMENT REQUEST: UPC 103005 CENTERVILLE TURNPIKE WIDENING IN VIRGINIA BEACH

The Virginia Department of Transportation (VDOT) has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the project title, cost estimate, schedule, allocations, and obligations for one project as described below:

- UPC 103005 – Centerville Turnpike Widening
  - Revise Project Title: Centerville Turnpike Widening – Phase 2
  - Revise Cost Estimate as follows:
    - Preliminary Engineering (PE): $2,600,939
    - Right of Way (RW): $11,774,759
    - Construction (CN): $29,098,527
    - Total Cost Estimate: $43,474,225
  - Revise Schedule as follows:
    - PE: Start: 12/26/2013; End: 7/29/2015
    - RW: Start: 7/29/2015; End: 9/30/2020
    - CN Start: 9/30/2020; End: 10/2/2023
  - Revise Allocations as follows:
    - Revise FY Previous State Match (STM) allocation to be $20,040,816
    - Remove FY Previous Revenue Sharing (RS) allocation of $20,000,000
    - Revise FY Previous Local (LOC) allocation to be $5,684,658
    - Add FY 2019 LOC allocation of $1,108,603
    - Add FY 2020 LOC allocation of $3,649,806
  - Revise Obligations as follows:
    - Remove FY Previous PE Phase Advanced (AC)-Conversion obligation of $1,100,000
    - Add FY Previous PE Phase Regional Surface Transportation Program (RSTP) obligation of $1,768,238
    - Revise FY 2018 PE Phase RSTP obligation to be $312,513
    - Revise PE Phase RSTP Match obligation to be $520,188
    - Add FY Previous RW Phase RSTP obligation of $1,328,109
    - Add FY Previous RW Phase State Transportation Program (STP) obligation of $2,000,000, plus $500,000 match
    - Remove FY Previous RW Phase AC obligation of $1,089,178
    - Revise FY 2018 RW Phase RSTP obligation to be $3,572,729
    - Remove FY 2018 RW Phase AC obligation of $6,122,520 and $1,530,630 match
    - Add FY 2019 RW Phase RSTP obligation of $1,410,686
    - Add FY 2019 RW Phase AC-Other obligation of $1,385,354
    - Remove FY 2019 RW Phase AC-Conversion obligation of $3,885,242
    - Revise RW Phase RSTP Match obligation to be $1,577,881
    - Remove FY 2020 RW Phase AC-Conversion obligation of $2,237,278
- Remove RW Phase AC-Conversion Match obligation of $1,530,630
- Remove FY Previous CN Phase AC obligation of $21,270,000
- Remove FY 2018 CN Phase Other obligation of $5,000,000
- Remove FY 2018 CN Phase AC obligation of $1,173,408 and $293,352 match
- Remove FY 2020 CN Phase AC-Conversion obligation of $1,173,408 and $293,352 match
- Add FY 2020 CN Phase Other-RS obligation of $10,000,000, plus $10,000,000 match
- Add FY 2020 CN Phase AC-Other obligation of $9,098,527

This project is considered regionally significant and was included as such in the Hampton Roads FY 2018-2021 TIP and 2040 LRTP that received a conformity finding from the Federal Highway Administration (FHWA) dated October 29, 2018. This TIP amendment reflects only changes in the project title, cost estimate, schedule, allocations, and obligations, and does not affect the project scope; therefore, it does not require a new conformity determination.

This request was made available for public review and comment from October 30, 2019 through November 13, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.
The City of Hampton has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the cost estimate and schedule of one project and transfer a total of $1,838,090 in Regional Surface Transportation Program (RSTP) funds from one completed project to another RSTP eligible recipient project to utilize all remaining funds for construction of this donor project based on the current cost estimate and a desire to obligate these funds in the 2020 federal fiscal year. The specifics of the request are described below:

- **UPC 97715 – Wythe Creek Road Widening**
  - Revise Cost Estimate as follows:
    - Preliminary Engineering (PE): $3,114,000
    - Right of Way (RW): $3,333,898
    - Construction (CN): $29,601,252
    - Total Cost Estimate: $36,049,150
  - Revise Schedule as follows:
    - RW: Start: 11/15/2016; End: 9/21/2020
    - CN Start: Start: 9/21/2020; End: 4/21/2025
  - Receive FY 2008 RSTP allocation of $1,216,562, plus $304,141 State Match, from completed project Saunders Road Widening (UPC 57047)
  - Receive FY 2009 RSTP allocation of $253,910, plus $63,477 State Match, from completed project Saunders Road Widening (UPC 57047)

This project is considered regionally significant and was included as such in the Hampton Roads FY 2018-2021 TIP and 2040 LRTP that received a conformity finding from the Federal Highway Administration (FHWA) dated October 29, 2018. This TIP amendment reflects only changes in the cost estimate, schedule, and allocations, and does not affect the project scope; therefore, it does not require a new conformity determination.

Should the HRTPO Board approve the funding transfers described above, the FY 2018-2021 Transportation Improvement Program (TIP) will be amended to update the funding information associated with the projects. This request is being made available for public review and comment from October 30, 2019 through November 13, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

**RECOMMENDED ACTION:**
Approve the proposed project funding transfers and associated TIP amendment.
I. 2019 CMAQ/RSTP PROJECT SELECTION PROCESS: RECOMMENDED PROJECTS AND ALLOCATIONS

The Transportation Technical Advisory Committee met on November 6, 2019 to consider a set of recommended projects to receive allocations of FY 2026 Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Regional Surface Transportation Program (RSTP) funds. Since all of the previously-approved CMAQ and RSTP projects with “penciled-in” funding requests for FY 2026 could not be accommodated within the available funding targets, the Transportation Programming Subcommittee (TPS) recommended that 1) applications for new CMAQ and/or RSTP projects not be accepted this year; and 2) FY 2026 CMAQ and RSTP funding be allocated solely to previously approved projects with “penciled-in” requests.

Recommended CMAQ Projects and Allocations

<table>
<thead>
<tr>
<th>ID/UPC#</th>
<th>Jurisdiction / Agency</th>
<th>Project Description</th>
<th>Proposed Allocation FY-26</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>102980</td>
<td>James City County</td>
<td>Pocahontas Trail Multimodal Corridor</td>
<td>$8,150,000</td>
</tr>
<tr>
<td>115372</td>
<td>Norfolk</td>
<td>Transportation Information and Decision Support System</td>
<td>* $700,000</td>
</tr>
<tr>
<td>115377</td>
<td>Norfolk</td>
<td>Traffic Signal System Communications Upgrade</td>
<td>* $750,000</td>
</tr>
<tr>
<td>115518</td>
<td>Norfolk</td>
<td>Citywide Signal Retiming Phase 4</td>
<td>* $170,000</td>
</tr>
<tr>
<td>115863</td>
<td>Portsmouth</td>
<td>Traffic Signal System Retiming</td>
<td>* $120,000</td>
</tr>
<tr>
<td>115369</td>
<td>Chesapeake</td>
<td>Citywide Traffic Signal System Upgrade</td>
<td>* $175,000</td>
</tr>
<tr>
<td>115519</td>
<td>Newport News</td>
<td>Signal Timing Improvements</td>
<td>* $450,000</td>
</tr>
<tr>
<td>115373</td>
<td>Newport News</td>
<td>Opticom Emergency Vehicle Preemption</td>
<td>* $362,500</td>
</tr>
<tr>
<td>115516</td>
<td>Chesapeake</td>
<td>Battlefield Blvd/Volvo Parkway Intersection Improvements</td>
<td>* $510,000</td>
</tr>
<tr>
<td>115520</td>
<td>Chesapeake</td>
<td>Chesapeake Signal Timing – All Phases</td>
<td>* $150,000</td>
</tr>
<tr>
<td>115376</td>
<td>Newport News</td>
<td>Permanent Message Boards</td>
<td>* $400,000</td>
</tr>
<tr>
<td>T16054</td>
<td>HRT</td>
<td>Bus Vehicle Replacement</td>
<td>* $2,000,000</td>
</tr>
<tr>
<td>115371</td>
<td>Virginia Beach</td>
<td>N. Great Neck/London Bridge and VA Beach Blvd Intersection Improvements</td>
<td>* $1,157,100</td>
</tr>
</tbody>
</table>

TOTAL: CMAQ Allocations $15,094,600

TOTAL: Left in Reserve $267,305

* Project is fully funded with the proposed FY 2026 allocation.
Recommended RSTP Projects and Allocations

<table>
<thead>
<tr>
<th>ID/UPC #</th>
<th>Jurisdiction / Agency</th>
<th>Project Description</th>
<th>Proposed Allocation FY-26</th>
</tr>
</thead>
<tbody>
<tr>
<td>T14104</td>
<td>HRT</td>
<td>TRAFFIX Program</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>T17990</td>
<td>HRT</td>
<td>Naval Station Norfolk Transit Extension Study FEIS/PE</td>
<td>* $6,000,000</td>
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<tr>
<td>T16054</td>
<td>HRT</td>
<td>Bus Vehicle Replacement</td>
<td>$3,955,076</td>
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<tr>
<td>110627</td>
<td>Gloucester County</td>
<td>George Washington Memorial Highway (Route 17) Widening Phase 1</td>
<td>$5,985,265</td>
</tr>
<tr>
<td>100920</td>
<td>James City County</td>
<td>Croaker Road Widening</td>
<td>* $2,000,000</td>
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<tr>
<td>112318</td>
<td>Virginia Beach</td>
<td>Elbow Road Extended – Phase 2D</td>
<td>* $3,000,000</td>
</tr>
<tr>
<td>69050</td>
<td>Suffolk</td>
<td>Route 17/Shoulders Hill Road Intersection Improvements</td>
<td>* $4,075,000</td>
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<tr>
<td>115423</td>
<td>Chesapeake</td>
<td>George Washington Highway Widening</td>
<td>$1,500,000</td>
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<tr>
<td>114154</td>
<td>Virginia Beach</td>
<td>Nimmo Parkway Phase VIIB</td>
<td>$5,000,000</td>
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<tr>
<td>115424</td>
<td>Norfolk</td>
<td>Southside Bike Network</td>
<td>* $9,119,900</td>
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<tr>
<td>T22709</td>
<td>HRT</td>
<td>Victoria Boulevard Facility Upgrades – Phase 2</td>
<td>$1,506,479</td>
</tr>
<tr>
<td>SF4RS</td>
<td>Suffolk</td>
<td>Transit Operations Facility</td>
<td>* $1,830,066</td>
</tr>
<tr>
<td></td>
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<td>TOTAL: RSTP Allocations</td>
<td>$36,763,786</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL: Left in Reserve</td>
<td>$314,727</td>
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</tbody>
</table>

* Project is fully funded with the proposed FY 2026 allocation.

The Transportation Technical Advisory Committee (TTAC) has recommended approval of the FY 2026 CMAQ and RSTP projects and allocations.

**RECOMMENDED ACTION:**

Approve the FY 2026 CMAQ and RSTP projects and allocations.
J. GUIDE FOR ADDING HISTORICAL MARKERS TO THE BIRTHPLACE OF AMERICA TRAIL: FINAL

After an extensive planning process, a recommended route for the Birthplace of America Trail was approved by the HRTPO Board on July 20, 2017. In 2017, Delegate David Yancey of the 94th District, informed HRTPO staff of his interest in the Birthplace of America Trail highlighting local history, particularly Revolutionary War history. The purpose of this document is to guide the developers of segments of the Birthplace Trail (VDOT, localities, etc.) in the inclusion of historical markers in segment construction.

The draft Guide for Adding Historical Markers to the Birthplace of America Trail report was made available for public review and comment from September 4, 2019 through September 18, 2019. No public comments were received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the final report.

Enclosure 7-J:  Guide for Adding Historical Markers to the Birthplace of America Trail: Final

RECOMMENDED ACTION:

Approve the final report.
K. CURRENT STATUS OF THE BIRTHPLACE OF AMERICA TRAIL: FINAL

The Birthplace of America Trail Study (2017) evaluated prior bicycle and pedestrian plans and studies in the region, considered potential route alternatives and identified the recommended routes for the two Birthplace paths.

To further the construction of the Birthplace of America Trail, HRTPO staff divided initial sections from the Birthplace of America Trail Study: Unfunded, Funded, Interim and Complete sections. The purpose of this report is to draw the public's attention to the last two types of sections (increasing usage), and to draw the government's attention to the first two types of segments (increasing likelihood of funding construction).

The draft Current Status of the Birthplace of America Trail report was made available for public review and comment from September 4, 2019 through September 18, 2019. Comments received were addressed in the appendices of the final report. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the final report.

Enclosure 7-K: Current Status of the Birthplace of America Trail: Final

RECOMMENDED ACTION:

Approve the final report.
L. IMPACT OF HOT LANE OPERATIONS – LESSONS FROM I-64 REVERSIBLE LANES: FINAL

The purpose of this analysis was to observe the impact of the January 10, 2018 change in the operation of the I-64 reversible lanes in Norfolk:

- during original managed hours: change from HOV operation to HOT operation
- during additional managed hours: change from unrestricted operation to HOT operation

The analysis used vehicle volumes and speeds to measure the impact of these changes.

The draft Impact of HOT Lane Operations – Lessons from I-64 Reversible Lanes report was made available for public review and comment from October 2, 2019 through October 16, 2019. No public comments were received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the final report.

Enclosure 7-L: Impact of HOT Lane Operations – Lessons from I-64 Reversible Lanes: Final

RECOMMENDED ACTION:

Approve the final report.
M. COMMUNITY ADVISORY COMMITTEE (CAC): MEMBERSHIP

The following individual has been recommended for CAC membership:

- City of Virginia Beach – Waverly Woods

Ms. Woods joins the Community Advisory Committee (CAC) representing the City of Virginia Beach. A Community Relations Practitioner, Ms. Woods has a background in Human Relations and consulting. She has volunteered with both large and small organizations in Hampton Roads, including the East Coast Equestrian Center and Judeo-Christian Outreach Center (JCOC).

RECOMMENDED ACTION:

Approve Ms. Woods to fill the CAC vacancy.
N. HAMPTON ROADS 2045 SOCIOECONOMIC FORECAST INTERIM – YEAR DATA

As part of the Hampton Roads Transit Naval Station Norfolk Transit Corridor Project, the study team will be utilizing the Federal Transit Administration (FTA) Simplified Trips On Project Software (STOPS) model for transit ridership forecasting. When using the STOPS model, it is an FTA requirement that socioeconomic input data be officially approved by an authoritative regional body and that the forecast not exceed a 20-year time horizon. In July of 2017, the HRTP Board unanimously approved the 2045 Socioeconomic Forecast.

Since the horizon year of 2045 lies beyond the allowable 20-year time horizon for the FTA STOPS model, staff has developed interim-year socioeconomic data (using straight-line interpolation) for every year between the HRTP Board approved travel demand model base year of 2015 and the official forecast year of 2045.

This interim-year socioeconomic data can be accessed here: www.hrtpo.org/2015-2045-Socioeconomic-InterimYearData

**Recommended Action:** Approve the interim-year socioeconomic data as part of the 2045 Socioeconomic Forecast.
ITEM #8: I-64 REGIONAL EXPRESS LANES UPDATE  
VDOT & HRTPO STAFF

A. During the Concurrent Meeting of the HRTAC & HRTPO Boards in October, the Boards received a briefing by VDOT Commissioner Stephen Brich on various improvement elements that would be related to implementation of the express lanes network, as well as preliminary cost estimates for those improvements. As a follow up, during the November meeting, Commissioner Brich will provide additional information related to the Express Lanes Network, including information on a Traffic and Revenue Analysis that has been conducted on the proposed network.

B. Following the VDOT presentation in October, the HRTPO Board adopted a resolution endorsing the Hampton Roads Regional Express Lanes Network as a consistent HOT-2 network beginning on I-64 at Jefferson Avenue in Newport News, proceeding along I-64 through Bowers Hill in Chesapeake and continuing along I-664 to I-64 in the vicinity of the Hampton Coliseum.

Based on analyses by the HRTPO and VDOT that demonstrated that a consistent Express Lanes Network would provide an option for a dependable and reliable trip for High Occupancy Vehicles (HOV), public transit vehicles, and non-HOV users willing to pay a toll; and that motorists opting to use the Express Lanes would help ease congestion in the general purpose lanes; HRTPO staff believes that implementing a consistent Express Lanes Network along I-64 between Jefferson Avenue in Newport News and Bowers Hill in Chesapeake should be advanced based on project readiness and would maximize the congestion relief benefits of the Regional Priority Projects being constructed in that segment.

Accordingly, HRTPO staff recommends that the HRTPO Board adopt a resolution (draft attached) endorsing the Regional Express Lanes Network as a component of the Regional Priority Projects to maximize the congestion relief benefits of those projects and requesting that the HRTAC pursue development of a funding, development, and implementation plan for the Express Lanes Network to be advanced by HRTAC based on project readiness.

VDOT and HRTPO staff will brief the HRTPO & HRTAC Boards on this item.

Attachment 8-B: Draft HRTPO Resolution 2019-07

RECOMMENDED ACTION:

A. Provide feedback to VDOT and HRTPO staff on any additional analysis that would be helpful to the Boards regarding the express lanes network.

B. Approve and adopt the attached resolution.
A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION ENDORSING I-64 REGIONAL EXPRESS LANES AS A COMPONENT OF THE REGIONAL PRIORITY PROJECTS.

WHEREAS, the Hampton Roads Transportation Planning Organization (HRTPO) identified a suite of Regional Priority Projects from the 2040 Long-Range Transportation Plan and submitted those projects to the Hampton Roads Transportation Accountability Commission (HRTAC) for funding from, among other sources, moneys associated with the Hampton Roads Transportation Fund (HRTF); and

WHEREAS, it is the goal of the HRTPO and HRTAC, in accordance with Code of Virginia Title 33.2, Chapter 26, § 33.2-2600, that HRTF moneys be used to fund projects that are expected to provide the greatest impact on reducing congestion for the greatest number of citizens residing in Hampton Roads; and

WHEREAS, the HRTPO and HRTAC recognize that the Regional Priority Projects are part of an integrated network and desire, where practicable, to optimize the delivery of congestion relief throughout the network; and

WHEREAS, the HRTPO staff conducted a travel demand modeling analysis with a baseline scenario that assumed all of the additional roadway capacity resulting from the I-64 Hampton Roads Bridge-Tunnel Expansion project and the I-64 Southside Widening and High Rise Bridge project would be operated as general purpose (free, unrestricted) lanes, and that existing managed (High Occupancy Vehicle and High Occupancy/Toll) lanes would continue to operate in their current, inconsistent configuration; and

WHEREAS, the HRTPO staff analysis indicated that under the baseline scenario users of the Interstate system in Hampton Roads would experience significant congestion at a number of locations along the I-64 corridor, including at the improved Hampton Roads Bridge-Tunnel and the improved High Rise Bridge, by the year 2040; and

WHEREAS, the HRTPO staff and Virginia Department of Transportation staff have provided analyses demonstrating that (a) a consistent Express Lanes Network (contiguous and in each traffic direction), comprised of High Occupancy/Toll (HOT) lanes along I-64 from Jefferson Avenue in Newport News to Bowers Hill in Chesapeake would provide an option for a dependable and reliable trip for High Occupancy Vehicles (HOV), public transit vehicles, and non-HOV users willing to pay a toll, and (b) motorists opting to use the Express Lanes would help ease congestion in the general purpose lanes and, thus, optimize the congestion relief delivered through that network; and

WHEREAS, on October 17, 2019, the HRTPO adopted a resolution endorsing, subject to certain policy guidelines as to the basis of design and operation of the network, the Hampton Roads Regional Express Lanes Network as a consistent HOT-2 network (contiguous and in each traffic direction) on I-64 from Jefferson Avenue in Newport News, proceeding along I-64 through Bowers Hill in Chesapeake and continuing along I-664 to I-64 in the vicinity of the Hampton Coliseum; and
WHEREAS, the HRTPO believes that the development and implementation of a consistent Express Lanes Network along I-64 between Jefferson Avenue in Newport News and Bowers Hill in Chesapeake, which would be contiguous and in each traffic direction, should be advanced by HRTAC based on project readiness and would maximize the congestion relief benefits of the Regional Priority Projects being constructed in that segment.

NOW, THEREFORE, BE IT RESOLVED that the Hampton Roads Transportation Planning Organization hereby identifies and adopts the Regional Express Lanes Network as a component of the Regional Priority Projects (current version dated October 2019) identified by the HRTPO in its 2040 Long-Range Transportation Plan to collectively provide the greatest impact on reducing congestion for the greatest number of citizens residing in Hampton Roads and requests that HRTAC pursue development of a funding, development, and implementation plan for the Express Lanes Network to be advanced by HRTAC based on project readiness.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 21st day of November, 2019.

John L. Rowe, Jr.
Chair
Hampton Roads Transportation Planning Organization

Robert A. Crum, Jr.
Executive Director/Secretary
Hampton Roads Transportation Planning Organization