

Hampton Roads Transportation Planning Organization (TPO) Board Minutes of June 20, 2013

The Hampton Roads TPO Board Meeting was called to order at 10:40 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTPO Voting Members in Attendance:

Molly Joseph Ward, Chair (HA)
Alan P. Krasnoff, Vice-Chair (CH)
Carter Borden (GL)
Dee Dee Darden (IW)
Mary Jones (JC)
Herbert Bateman (Alternate, NN)
Paul D. Fraim (NO)
Kenneth I. Wright (PO)
Linda T. Johnson (SU)
Charles Brown (Alternate, SU)
William D. Sessoms (VB)

Clyde Haulman (WM)
Thomas G. Shepperd, Jr. (YK)
Senator Thomas Norment (GA)
Delegate Chris Stolle (GA)
Delegate Mike Watson (GA)*
Emily Stock (Alternate, DRPT)
William E. Harrell (HRT)
James Utterback (VDOT)
Jeff Florin (Alternate, VPA)
Kevan Danker (WATA)

HRTPO Nonvoting Members in Attendance:

James E. Baker (CH)
W. Douglas Caskey (IW)
Cynthia Rohlf (NN)
Marcus Jones (NO)
John Rowe (PO)

Selena Cuffee-Glenn (SU)
James K. Spore (VB)
Shepelle Watkins-White (CTAC)
Ivan Rucker (FHWA)
Capt. David Culler (USN)

HRTPO Executive Director:

Dwight L. Farmer

CTB Participants:

Hollis Ellis (CTB)
Aubrey Layne (CTB)
Shep Miller (CTB)

Other Participants:

Randy Martin (FR)

HRTPO Voting Members Absent:

McKinley Price (NN)
W. Eugene Hunt (PQ)
Thelma Drake (DRPT)

Senator Frank Wagner (GA)
Rodney Oliver (VPA)

HRTPO Nonvoting Members Absent:

Brenda Garton (GL)

Mary Bunting (HA)

Robert C. Middaugh (JC)

J. Randall Wheeler (PQ)

Jackson C. Tuttle, II (WM)

James O. McReynolds (YK)

Jeffrey Breeden (FAA)

Irene Rico (FHWA)

Tony Cho (FTA)

Brigid Hynes-Cherin (FTA)

William Bell (FTAC)

Col. Korvin D. Auch (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:

Steve Klute (Citizen); Earl Sorey (CH); Brian DeProfio, Will Moffett (HA); Michael King, Ross McFarland, Sharon Scott, Jerri Wilson (NN); Dale Castellow, Jeff Raliski, Ron Williams (NO); Sherri Neil, Susan Wilson (PO); Eric Nielsen, Sherry Hunt (SU); Ray Amoruso (HRT); Tracy Baynard (McGuire Woods Consulting); Angela Bezik (Principle Advantage); Ellis W. James (Sierra Club Observer); Tracy Agnew (Suffolk News-Herald); Katherine Chiglincky, Jeff Sheler (Virginian-Pilot); Jonathan Siegel (Navy Region Mid-Atlantic); Bekki Jucksch, Karen McPherson (Kimley-Horn); Keith Helton (Givens Logistics/FTAC); Vince Mastracco (Kaufman & Canoles); Mark Osenbaugh (EV Williams); Steve Hetrick (Albeck Gerken); Will Christopher (HRPTA); Hugh Bassette (Old North Hampton Community Organization); Rich Butala, Patsy Napier (McCormick Taylor); Dennis Heuer (RK&K); Chris Collins (Jacobs); Donald Cole (Woolpert); Harry Lester (HR Business Roundtable); Peter Huber (Willcox & Savage); Christie Burns (Elizabeth River Crossings); Jasmine Amanin, Shelley Bogue, Karen Henderson, Eric Stringfield (VDOT); Cathy Aiello (Aiello Enterprises); Camelia Ravanbakht, Rob Case, Kathlene Grauberger, Theresa Jones, Michael Kimbrel, Kendall Miller, Jessica Nappi, Keith Nichols, Pavithra Parthasarathi, Joe Paulus, Chris Wichman (HRTPO Staff); Rick Case, Jennifer Coleman, Nancy Collins, Greg Grootendorst, Julia Hillegass, Jim Hummer, Randy Keaton, Mike Long, Kelli Peterson, Joe Turner, Chris Vaigneur (HRPDC Staff)

Approval of Agenda

Chair Molly Ward asked for any additions or deletions to the agenda. Hearing none, Mr. Thomas Shepperd Moved to approve the agenda as written; seconded by Mayor Clyde Haulman. The Motion Carried.

Workshop Agenda**Commonwealth Transportation Board (CTB) Members Comment Period**

Mr. Aubrey Layne, CTB Member, reported the FY 2014-2019 Six-Year Improvement Program (SYIP) was approved by the CTB at its June 19th meeting. He indicated that \$45 million was added to the region over and above the initial draft. The total for Hampton Roads is now approximately \$2.738 billion over the next six years which is by far the largest assessment of any region in the state, including Northern Virginia.

He expressed his appreciation to the General Assembly members for their actions in passing HB2313 because the SYIP, with the inclusion of the HB2313 regional component, is close to \$17 billion, a 54% increase over the prior plan. He noted that Hampton Roads is the largest recipient of maintenance dollars across the state.

Mr. Layne commented the media is erroneously reporting that the private consortium constructing the Downtown Tunnel/Midtown Tunnel/Martin Luther King (DT/MT/MLK) Extension is receiving a guaranteed 13.5% return. He cited the Pocahontas Parkway in Richmond as an example of a PPTA project that went bankrupt and noted the risk is borne by the private sector. In the case of Pocahontas Parkway, the road was built with no state obligations and the public was not adversely impacted by it.

Mr. Shep Miller, CTB member, stated VDOT, the HRTPO Board, and the region's CTB members must maintain good communication because of the complexities involved with transportation issues.

He credited Mr. Layne for his leadership in securing funding for Hampton Roads.

Chair Ward reported she attended the HB2313 signing in Richmond with Mr. Dwight Farmer. Governor McDonnell presented the HRTPO with an official signing pen to be displayed in the HRTPO lobby.

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

Ms. Emily Stock of DRPT reported the Norfolk/Amtrak train six month ridership data will be released tomorrow it appears promising. She indicated DRPT will begin its procurement soon for the Tier II National Environmental Policy Act (NEPA) \$55 million study from Richmond to Washington, D.C. for high-speed rail. It will benefit Hampton Roads as it will be connecting to stations in Newport News and Norfolk. DRPT is making efforts towards improving the Norfolk rail line for Trains 2 and 3 which will be partially funded by the Intercity Passenger Rail Operating and Capital (IPROC) Fund. She noted DRPT is working with the City of Newport News to review plans for a new multimodal station.

Ms. Stock expressed her appreciation to the CTB members for approving the FY 2014-2019 SYIP as it represents \$2.9 billion in rail and public transportation investments in Virginia.

Military Liaisons Comments and Updates

Captain David Culler reported the State of the Station for Naval Station Norfolk will be in August with invitations mailed hence forth. At the event, he will discuss the Station's mission, daily activities, and provide a tour of the Naval Station. He indicated the civilian furlough, which is due to sequestration, will take effect in July.

HRTPO Legislative Ad-hoc Committee: Next Steps

Chair Ward reported the HRTPO Legislative Ad-hoc Committee will convene on June 27, 2013 and has requested two elected officials to volunteer to sit in for Mayor Linda Johnson and Mayor McKinley Price who are unable to attend. Mayor Alan Krasnoff and Mr. Shepperd volunteered to attend the meeting.

Memoranda of Agreement (MOA): Franklin, Southampton, and Surry

Mr. Dwight Farmer, HRTPO Executive Director, reported that at the May 16, 2013 Retreat, the HRTPO staff recommended approving an interim agreement among the HRTPO members and the three non-member localities of Franklin, Southampton, and Surry, that would guarantee representation and voting rights to the non-members on matters involving the planning, programming, and funding of projects supported by the state revenues in HB2313. Since the Retreat, the HRTPO learned the sales and gas taxes to be implemented in the region would not be imposed on July 1st on Surry nor Gloucester Counties. He noted the HRTPO would have proceeded with the MOAs for the City of Franklin and Southampton County; however, the Federal Highway Administration (FHWA) transmitted a letter to the HRTPO expressing concern regarding the content of the proposed MOA between the HRTPO and the affected localities. It is important for the MOAs to reflect the proper language with regards to both the State code and the Federal Regulations with planning and programming, and since the State will not receive the funds for the Hampton Roads Transportation Fund until August, he stated it is appropriate to come back to the Board in July with the corrected MOAs.

(Delegate Watson arrives)

Mr. Ivan Rucker commented that FHWA and the Federal Transit Administration (FTA) are reviewing the MOAs to ensure they meet both state and federal requirements.

Mr. Farmer explained the intent of the interim MOAs is to ensure that the rural communities have a vote on matters pertaining to HB2313, and because Surry County will not be affected by the bill's taxes, the County will not need an MOA unless a change is made regarding the HB2313 taxes.

Mr. Carter Borden asked for clarification regarding the HB2313 taxes and whether they would be imposed on Gloucester County. Mr. Farmer replied Gloucester County is a member of the HRTPO and has voting rights on all matters; however the regional taxes under HB2313 will not be imposed on Gloucester County because the County is not a member of Planning District 23.

I-64 Peninsula Widening: HRTPO Preferred Alternative

Mr. Dwight Farmer, HRTPO Executive Director, reported the HRTPO Board was briefed by VDOT at its May Retreat regarding strategies to effectively utilize funding from HB2313 to provide intermediate relief as well as ensure a cost effective and efficient implementation plan on the widening of I-64 on the Peninsula. To complement the State's initiative to

provide an interim solution to the I-64 Peninsula corridor, the draft FY 2014-2019 Six-Year Improvement Program includes \$100 million for I-64 Capacity Improvements from Newport News to Williamsburg.

Mr. Farmer stated an HRTPO Board Resolution endorsing VDOT's 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exit 255 to Humelsine Parkway/Exit 242) is included in the Consent Agenda of the packet for Board consideration. The 6-lane option, at an approximate cost of \$260 million, is for immediate and intermediate congestion relief on the condition that this preference would not preclude the I-64 Peninsula 8-lane expansion or future associated funding. He indicated VDOT's timeframe to construct the two segments is two – four years.

Mr. Layne commented the CTB is working with both VDOT and the Richmond MPO as the widening of I-64 will one day continue to I-295. He reiterated that constructing the 6-Lane option will not preclude the 8-Lane expansion in the future.

Mayor Clyde Haulman indicated the I-64 widening is critical to the region's Historic Triangle and he expressed his appreciation to the General Assembly members, the CTB, VDOT, and all those who have worked on making the project a reality.

Senator Thomas Norment stated the I-64 widening was not only essential for the Peninsula, but referred to it as the Gateway to Hampton Roads. He asked for clarification regarding possible deducts in the regional component funds coming to Hampton Roads due to allocations to Route 460 and the possible fallout from the lawsuit regarding the DT/MT/MLK Extension tolls. Mr. Layne replied Route 460 is totally funded and that if the tolls on the DT/MT/MLK Extension are not approved, the CTB members would fight to keep any money relating to that project in the region.

Mr. Miller commented that if the tolls were rescinded, the supposition could be that it would accelerate the I-64 widening project because it would free up those funds.

Mr. Layne remarked that debt service, which is paid first from the state budget, is a factor when the CTB reviews monies coming to the region, and noted there was approximately \$240 million over the next six years in debt service on projects in Hampton Roads. He stated HRTPO staff conducted an analysis of the projected statewide component, and those monies are 100% recouped in the current SYIP.

Mr. Shepperd asked whether the I-64 widening project would be complete during his lifetime. Mr. Miller replied affirmatively and reiterated that, hypothetically, if Route 460 and the DT/MT/MLK Extension project could not be completed, the CTB members would strongly advocate for these funds to stay in the region and further assist the I-64 Peninsula widening project.

Mayor Alan Krasnoff asked whether the \$100 million set aside for the I-64 widening project is secure. Mr. Ellis replied affirmatively.

Mayor William Sessoms stated the I-64 widening project is beneficial to both the Peninsula and the Southside.

Mayor Paul Fraim agreed and commented that the project is nearly as important to the Southside as it is to the Peninsula.

Hampton Roads Crossing: HRTPO Preferred Alternative

Chair Ward directed the Board's attention to Handout 9-B containing a modified resolution for Board consideration. She outlined the four minor changes and stated HRTPO Board Resolution 2013-05 has three purposes:

- reaffirms the HRMPO action of July 16, 1997 to endorse constructing Transportation Corridor 9 ("Third Crossing") in phases;
- endorses the continued maintenance of the existing Hampton Roads Bridge-Tunnel lanes and tunnels; and
- supports the study of the feasibility of congestion pricing on the Hampton Roads Bridge Tunnel and the Monitor Merrimac Memorial Bridge-Tunnel.

Mayor Krasnoff suggested pulling this item from the Consent Agenda to discuss the resolution further, especially the section on congestion pricing. Chair Ward replied the resolution serves to gather information regarding congestion pricing rather than defining or endorsing the concept.

Mayor Krasnoff stated he supports the Third Crossing and the maintenance of the Hampton Roads Bridge-Tunnel; however, he is uncomfortable at this time with the idea of congestion pricing. Chair Ward replied the resolution language referred only to a feasibility study with regards to congestion pricing on the crossings.

Mayor Sessoms believed it would be beneficial to conduct the study as the region moves forward in addressing tolls and the impact that would have on tolls for certain projects.

Mr. Jeff Florin agreed and recommended to move forward with the study.

Mr. Shepperd inquired as to what entity would be conducting the study. Mr. Farmer replied that Ms. Angel Deem of VDOT indicated its Environmental Planning Division was already actively discussing a study on congestion pricing. Mr. James Utterback stated he would confer with Ms. Deem.

Mr. Farmer commented that both VDOT and HRTPO staff have in-house modeling capabilities; however, if the study were to reach into the millions of dollars, it would be necessary to have a briefing before venturing too far into the study.

Mr. Shepperd indicated it made sense to proceed with the study to have a better understanding on how congestion pricing would affect the area.

Mayor Haulman explained the objective of congestion pricing is to shift the time in which people use a particular roadway. Unlike general tolling, congestion pricing is time constrained and users also have the choice to travel a free alternative.

Mr. Layne commented any large project will need another type of revenue stream other than monies coming from the region or district. He noted it would be beneficial to study the impacts of congestion pricing.

Senator Norment stated the study would empirically produce information that would aid the public in making informed driving decisions. Pertaining to the language change in HRTPO Resolution 2013-05, he was unsure of the need to strike “possible implementation” after also changing the word “endorses” to “supports”; however, he understood the need for political sensitivities.

Mayor Fraim pledged his support for the resolution and expressed his gratitude to Chair Ward for bringing the HRTPO Board together with her regional leadership.

Meeting Agenda

Public Comment Period

Two people requested to address the HRTPO Board. Chair Ward asked them to limit their comments to three minutes.

Mr. Ellis W. James

Good morning. Thank you, Madam Chair. My name is Ellis W. James. I reside in the city of Norfolk, and I'm a lifelong resident of Norfolk. I wanted to discuss with you funding. No, no, no, not the funding we just discussed. I thank Aubrey especially, as well as his colleagues, for that excellent job that has accomplished some real movement finally. I'd like to focus on the light rail. I've been attending the meetings in the City of Norfolk. I'm very proud of the light rail; our ridership is spectacular if I can dare use that word, and it's clean, safe, and a real beginning. At the meetings that I'm attending that HRT is conducting, I'm urging the groups that I participate in to – both in the goals as well as the needs and the problems, to consider seriously the question of funding. I would hate to see an excellent starter line run into a roadblock when we need to go both to the Oceanfront as well as to the medical complex, ODU, past NIT, VIT, and then to the Naval Air Station. The largest employer as most of you know is the military complex in Norfolk – 76,000 approximate jobs. If we don't do the planning smartly and efficiently, and we overreach, I'm afraid we may find ourselves having projects, this particular project, the extension of light rail, rejected. I'm concerned about that. I hope that each one of the communities that are most affected, especially Virginia Beach, Norfolk and those of you on the Peninsula side who are hoping one day to see that get to the Amtrak area, but I hope that we will carefully plan and not overreach. If we can get the starter line added to and extended now, then we can add the bells and the whistles if and when the economy recovers and we get back on track with revenues. Thank you, Madam Chair.

Mr. Hugh Bassette

My name is Hugh Bassette, and I'm president of the Old North Hampton Community Organization, and we're starting to feel like the hole in the doughnut. We're watching the discussions about the widening of 64 between Williamsburg and Newport News and we're watching the discussions about what to do about the bridge-tunnels. Okay. And we're concerned about the widening and its effect it's going to have on our neighborhood, and the rest of the City of Hampton. People keep telling us don't worry about it; it won't happen in your lifetime or they don't have the money, so don't worry about it. The people who made this map that shows you the proposed plans, they didn't come to work one day and just decide to

make that map because they didn't have anything else to do. We've already sacrificed a large number of homes. I remember as a child when 64 came through because it took my grandmother's house. The four alternatives, other than the no-build, is taking between 261 homes and 315, and we think that the City of Hampton has sacrificed enough for 64 as far as losing people's homes. Okay. And my neighborhood sits right on the freeway. I can look out my living room window and see 64. Our suggestion is – traffic congestion is just something that you're going to have to get used to living with, it's not going anywhere and every 16-year-old kid out there wants a car and that is going to add to it. So we're saying either move closer to work or get up earlier, but don't come through and take our homes in order for people that ride through our City and the result is what we call a transportation scar, and Mayor Ward calls it a Berlin Wall. The other comment I'd like to make, and let me step into my phone booth for a minute, is that by going around talking to people in the City, the overwhelming number of citizens support Mayor Ward. She's our representative. Now, me and her disagree on a lot of other things in Hampton and we fight that out in Hampton. On this issue, as far as the widening of 64 and the effect it will have on Hampton, she speaks for us. So I don't have to come back to this meeting no more because anything you want to know about how the citizens feels, I'm quite sure that Mayor Ward can let you know about how we feel about it. So we don't want to widen it anymore. We don't want to lose any more homes. They even talking about taking Emancipation Oak. How far can you go? Like I say, Mayor Ward will continue to speak for us, and other than hopefully maybe staying around and getting me a free sandwich, I won't have to come back here anymore and you'll understand how the citizens of Hampton feel. Thank you.

Submitted Public Comments

Chair Ward reported there one submitted public comment from Mr. John Gergely.

Consent Items

Chair Ward outlined the Consent Items as follows:

- Minutes
- HRTPO Financial Statement
- CMAQ/RSTP Fund Transfer Request: Gloucester and Hampton Roads Transit
- CMAQ/RSTP Fund Transfer Request: James City
- CMAQ/RSTP Fund Transfer Request: Hampton
- CMAQ/RSTP Fund Transfer Request: Suffolk
- Revised CMAQ & RSTP FY 2014-2019 Allocations
- FY 2012-2015 TIP Amendment: Coordinated Public Transit
- FY 2012-2015 TIP Amendment: Hampton Roads Transit
- FY 2013 HRTPO Budget Amendment
- Volumes, Speeds, and Congestion on Major Roadways in Hampton Roads: Final Report
- Congestion Management Process – The State of Transportation in Hampton Roads: Final Report
- Memoranda of Agreement: Franklin, Southampton, and Surry
- I-64 Peninsula Widening: HRTPO Preferred Alternative – Resolution
- HRTPO Citizen Transportation Advisory Committee: Membership
- Hampton Roads Crossing: HRTPO Preferred Alternative – Resolution

Chair Ward stated the Board was pulling Item 12-M *Memoranda of Agreement: Franklin, Southampton, and Surry* until the July 2013 HRTPO Board meeting. Also, Item 12-P *Hampton Roads Crossing: HRTPO Preferred Alternative – Resolution* has been amended by the HRTPO Board. Mayor Sessoms Moved to approve the Consent items with the amendments; seconded by Mayor Fraim. The Motion Carried.

HRTPO Board Three-Month Tentative Schedule

Chair Ward outlined the HRTPO Board three-month tentative schedule, including the possible cancellation of the August 15, 2013 HRTPO Board Meeting.

Correspondence of Interest

Chair Ward highlighted the items in the Correspondence of Interest section of the Agenda packet.

For Your Information

Chair Ward noted the items in the For Your Information section of the Agenda packet.

Old/New Business

There was no old/new business.

Adjournment

With no further business to come before the Hampton Roads TPO, the meeting adjourned at 11:30 a.m.

Molly J. Ward
Chair

Dwight L. Farmer
Executive Director/Secretary