

**ITEM #18: MINUTES OF THE HRTPO BOARD COMMITTEES**

**18A. TRANSPORTATION TECHNICAL ADVISORY COMMITTEE: SUMMARY MINUTES**

The summary minutes of the July 3, 2013 meeting of the HRTPO Transportation Technical Advisory Committee (TTAC) are attached.

Attachment 18-A

**18B. LEGISLATIVE AD-HOC COMMITTEE: SUMMARY MINUTES**

The summary minutes of the June 27, 2013 meeting of the HRTPO Legislative Ad-Hoc Committee are attached.

Attachment 18-B

**18C. FREIGHT TRANSPORTATION ADVISORY COMMITTEE: SUMMARY MINUTES**

The summary minutes of the June 7, 2013 meeting of the HRTPO Freight Transportation Advisory Committee are attached.

Attachment 18-C

**Summary Minutes of the HRTPO Transportation  
Technical Advisory Committee (TTAC) Meeting  
July 3, 2013**

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

**TTAC Voting Members in Attendance:**

Michael King (Chair, NN)	Mark Schnauffer (VB)	Reed Nester (WM)
Robert Gey (Vice Chair, VB)	Robert Brown (NO)	Tim Cross (YK)
Steve Froncillo (Alternate, CH)	Dale Castellow (NO)	Emily Stock (DRPT)
Anne Ducey-Ortiz (GL)	Jeff Raliski (NO)	Keisha Branch (HRT)
Lynn Allsbrook (HA)	James Wright (PO)	Stephen Rowan (VDOT)
Keith Cannady (HA)	Kevin Wyne (PQ)	Eric Stringfield (VDOT)
Tammy Rosario (JC)	Sherry Earley (SU)	Kevin Abt (VPA)
Tom Slaughter (NN)	Robert Lewis (SU)	Jamie Jackson (Alternate, WATA)
Phil Pullen (VB)		

**TTAC Voting Members Absent:**

Earl Sorey (CH)	Peter Stephenson (IW)	Scott Mills (SU)
Gary Walton (CH)	Paul Holt (JC)	Daniel Clayton (WM)
Emily Gibson (GL)	Allen J. Murphy, Jr. (JC)	Steve Martin (WM)
Christopher Perez (GL)	Jackie Kassel (NN)	J. Mark Carter (YK)
John Yorks (HA)	Ellen Roberts (PQ)	Al Maddalena (YK)
Jamie Oliver (IW)	Susan Wilson (PO)	Jim Ponticello (VDOT)
Michael Stallings (IW)	Debbie Vest (PQ)	Kevan Danker (WATA)

**TTAC Nonvoting Members In Attendance:**

Bob Baldwin (Navy)

**TTAC Nonvoting Members Absent:**

Ivan Rucker (FHWA)	Clifford Burnette (VDOA)
Tony Cho (FTA)	

**HRTPO Staff:**

Sam Belfield	Theresa Jones	Pavithra Parthasarathi
Rob Case	Mike Kimbrel	Joe Paulus
Brian Chenault	Kendall Miller	Camelia Ravanbakht
Dwight Farmer	Jessica Nappi	Dale Stith
Kathlene Grauberger	Keith Nichols	

**Others Recorded Attending:**

Ross McFarland (NN); Phillip Koetter, Bob Matthias, (VB); Karen McPherson (Kimley-Horn); David Forster (Virginian-Pilot); Julie Timm (HRT); Angela Biney, Scott Cowherd, Mitzi Crystal, Jennifer DeBruhl, Todd Halacy, Carl Jackson, Tynell Johnson, Nathan Milaszewski, Rick Via, Chris Voigt (VDOT); Jason Robinson, Allison Richte (VDOT/Fredericksburg); Rick Case, Chris Vaigneur (HRPDC Staff)

## **Introductions**

Mr. Eric Stringfield introduced Mr. Tynell Johnson as VDOT's Engineering Scholar.

## **Public Comment Period**

There was no public comment.

## **Submitted Public Comments**

There were no submitted public comments in the agenda packet.

## **Approval of Agenda**

Chair King asked for additions or deletions to the TTAC Agenda. Mr. Steve Rowan requested to add three VDOT TIP amendments as one item after Item #8. Ms. Keisha Branch Moved to approve the agenda with the one amendment; seconded by Mr. Stringfield. The Motion Carried.

## **Summary Minutes**

Chair King indicated the TTAC Summary Minutes of June 5, 2013 were included in the July TTAC Agenda. He asked for corrections or amendments to the minutes. Ms. Sherry Earley indicated Item #9 *CMAQ Fund Transfer Request: Suffolk* was not included in the minutes. It was agreed to approve the June 5, 2013 minutes at the September 4, 2013 TTAC meeting once the minutes for that item were included.

## **TTAC Officers: Term Renewal**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported the current Chair and Vice Chair will complete their first one-year terms in September. Rather than go through the process of appointing a Nominating Subcommittee and holding elections in October, the HRTPO staff recommended renewing the terms of the current officers for another year. She stated HRTPO staff has coordinated with Chair Michael King and Vice Chair Robert Gey and they have expressed their willingness to serve another one-year term.

Mr Lynn Allsbrook Moved to approve Chair Michael King and Vice Chair Robert Gey for another one year term as TTAC officers; seconded by Mr. Robert Lewis. The Motion Carried.

## **FY 2012-2015 TIP Amendment: DRPT**

Ms. Emily Stock reported DRPT is requesting to amend the Hampton Roads FY 2012 – 2015 Transportation Improvement Program (TIP) to add a new project as described below:

- SSV0003 – New Freedom – Western Tidewater Transportation Coordination
  - Add project to TIP
  - Recipient: Senior Services of Southeastern Virginia
  - Funding: \$120,000 in New Freedom funds (including state and local matches)

The TIP amendment has been made available for public review and comment. The public review period began on June 26, 2013 and runs through July 10, 2013.

Mr. Mark Schnauffer asked for the source of funding with regard to the local match. Mr. Joe Paulus, HRTPO Special Transportation Advisor, replied the recipient, Senior Services of Southeastern Virginia, is providing the local match.

Ms. Stock Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Keith Cannady. The Motion Carried.

## **FY 2012-2015 TIP Amendment: HRTPO**

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported the final FY 2014-2019 Six-Year Improvement Program (SYIP), approved by the Commonwealth Transportation Board (CTB) on June 19, 2013, included FY 2014 Revenue Sharing funds on three projects that had previously been approved by the HRTPO Board to receive FY 2018 and FY 2019 Regional Surface Transportation Program (RSTP) funds. The Revenue Sharing funds fully funded two of the three projects, which allowed the RSTP funds that had been allocated to those projects to be returned to the HRTPO RSTP Reserve. The requested amendment to the Hampton Roads FY 2012 – 2015 Transportation Improvement Program (TIP) is described below:

- UPC 102995 – Nansemond Parkway/Wilroy Road Intersection Improvements in Suffolk
  - Add new project to TIP, with a total cost of \$1,600,000; fully funded with FY 2014 revenue sharing funds
  - Transfer \$200,000 FY 2018 RSTP funds (including state match) to RSTP Reserve
  - Transfer \$539,153 FY 2019 RSTP funds (including state match) to RSTP Reserve
- UPC 102998 – US Route 58 Bypass/Godwin Boulevard Interchange Improvements in Suffolk
  - Add new project to TIP, with a total cost of \$1,000,000; fully funded with FY 2014 revenue sharing funds
  - Transfer \$1 million FY 2018 RSTP funds (including state match) to RSTP Reserve

- UPC 103005 – Centerville Turnpike Widening from Kempsville Road to Indian River Road in Virginia Beach
  - Add new project to TIP, with a total cost of \$31,000,000; fully funded with a combination of FY 2014 revenue sharing funds, FY 2014 local funds, and FY 2018 and FY 2019 RSTP funds

The TIP amendment has been made available for public review and comment. The public review period began on June 26, 2013 and runs through July 10, 2013.

Mr. Lewis Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Phil Pullen. The Motion Carried.

### **FY 2012-2015 TIP Amendment: VDOT**

Mr. Steven Rowan reported VDOT is requesting to amend the Hampton Roads FY 2012 – 2015 Transportation Improvement Program (TIP) to add a new project as described below:

- UPC 103974 – Purchase Replacement Ferry by HRT
  - Add project to FY 2012 – 2015 TIP
  - Obligate \$1,797,600 of Ferry Boat Discretionary (Federal-Demo) funds
  - Obligate \$2,000,000 of AC-Other funds in FFY13

Mr. Rowan reported VDOT’s second amendment to the Hampton Roads FY 2012-2015 TIP requests that the TIP be modified to reflect actual and planned obligations on UPC 84366 as described below:

- Update PE based on actual obligations, add \$460,000 (CM) Previous (Match = \$115,000) and add an additional \$327,200 (CM) FFY13 (Match = \$81,800) based on current estimate.
- Update RW, adding \$5,077,395 (CM) FFY13 (Match = \$1,269,349).
- Update CN, add \$442,886 (CM) FFY14 (Match = \$110,722), add \$5,520 (STP) FFY14 (Match = \$1,380), add \$3,833,512 (AC-CM) FFY 14 and \$878,082 (AC-Other) FFY14, for a total AC of \$4,711,594 in FFY14 (Match = \$1,177,899); convert \$1,222,281 AC to obligation in FFY15 – Federal AC Conversion (Match = \$305,570).
- Updated total estimated cost to \$13,780,744 (PE = \$984,000, RW - \$6,346,744, CN = \$6,450,000).

Mr. Rowan reported VDOT’s third amendment to the Hampton Roads FY 2012-2015 TIP requests that the TIP be modified to add UPC 104905 (I-64 Capacity Improvements, From: Route 143 Jefferson Avenue, To: Route 199 Humelsine Parkway) as described below:

- Add project to the HRTPO TIP
- Total Estimated Cost: \$100,000,000 (PE = \$10,000,000; RW = \$25,000,000; CN = \$65,000,000)
- Add PE Planned Obligations: \$298,872 (NH) FFY13, with Match = \$74,718. Add \$7,701,128 (AC-NH) in FFY13, with Match = \$1,925,282.

Mr. Tom Slaughter stated it was his understanding that UPC 104905 would be completed in four years; however, he noted there are obligations through FY 2019 and asked for clarification. Mr. Rowan replied construction will not begin on the project until FY 2017. Mr. Christopher Voigt reminded the TTAC members that air quality conformity requirements are scheduled to expire on July 20, 2013.

Ms. Stock Moved to recommend HRTPO Board approval of the three TIP amendments listed above, seconded by Mr. Kevin Abt. The Motion Carried.

### **CMAQ Fund Transfer Request: Virginia Beach**

Mr. Pullen reported the City of Virginia Beach is requesting the transfer of a total of \$1,227,587 in surplus CMAQ funds from four completed projects to one active project in the City, as follows:

- Transfer the funds itemized below to UPC 84366 (Indian River Road/Kempsville Road Intersection Improvements)
  - \$118,438 in FY 2010 CMAQ funds (including state match) from UPC 84346 (S. Independence Boulevard/Lynnhaven Parkway Intersection Improvements)
  - \$149,809 in FY 2009 CMAQ funds (including state match) from UPC 84341 (General Booth Boulevard/London Bridge Road Left-Turn Lane)
  - \$550,215 in FY 2010 CMAQ funds (including state match) from UPC 84338 (Independence Boulevard/Dahlia Drive Intersection Improvements)
  - \$409,125 in FY 2008 CMAQ funds (including state match) from UPC 84132 (Princess Anne Road/Salem Road Intersection Improvements)

Mr. Rowan expressed his support for the project; however, stressed the need to obligate the older funds quickly due to time constraints regarding the end of the fiscal federal year at the end of September.

Mr. Rowan Moved to recommend HRTPO Board approval for the CMAQ fund transfer request, as well as the associated TIP amendment; seconded by Mr. Lewis. The Motion Carried.

### **CMAQ Fund Transfer Request: Portsmouth**

Mr. James Wright reported the City of Portsmouth is requesting the transfer of CMAQ funds from one City project to another to cover a cost increase. The Alexander's Corner Intersection Improvements Project (UPC 83438) is currently under construction and anticipated to be complete in August 2013. To cover the \$125,000 increased cost, the City proposes the following:

- Transfer \$100,000 in FY 2002 CMAQ funds from UPC 98825 (Portsmouth Signal Timing Improvements – Phase III) to UPC 83438.
  - The City will provide the required 20 percent local match (\$25,000) from the City's capital improvement program budget.

- Assuming approval of the City's transfer request, the City will cancel UPC 98825 and request that the balance of funds remaining on the project (\$20,000 FY 2002 CMAQ) be transferred to the HRTPO CMAQ reserve.

Mr. Wright Moved to recommend HRTPO Board approval for the CMAQ fund transfer request, as well as the associated TIP amendment; seconded by Mr. Abt. The Motion Carried.

### **Hampton Roads Regional Travel Time Reliability Study: Final**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff presented the draft Hampton Roads Regional Travel Time Reliability Study to TTAC at its June 5, 2013 meeting. The draft report was available for public review and comment from June 5, 2013 through June 20, 2013. No comments were received.

Mr. Tim Cross Moved to approve the Hampton Roads Regional Travel Time Reliability Study: Final Report; seconded by Mr. Wright. The Motion Carried.

### **Update HRTPO Title VI and LEP Plan: Final**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported the Title VI and LEP Plan has been updated. The purpose of the Title VI/LEP Plan is to describe the measures taken by the HRTPO to assure compliance with the rules and regulations associated with Title VI and subsequent nondiscrimination laws, Environmental Justice, and LEP.

The plan was made available for public review and comment from May 6, 2013 through June 6, 2013. No comments were received.

Mr. Allsbrook Moved to approve the updated HRTPO Title VI and LEP Plan: Final Report; seconded by Mr. Schnaufer. The Motion Carried.

### **Transportation Alternatives Program**

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported the Transportation Alternatives Program (TAP), established under MAP-21, provides funding for a variety of transportation activities that were previously eligible for funding under separate programs under SAFETEA-LU, including Transportation Enhancements (TE), Recreational Trails, and Safe Routes to School. He noted some projects that were eligible under TE are not eligible under TAP. He indicated the VDOT Local Assistance Division (LAD) coordinates the TAP in Virginia and provided important dates associated with the FY 2015 TAP:

- August 2013 – Call for applications (Coordinated by VDOT LAD)
- 2013 – Applicant Workshops
  - August 13, 2013 – 10:00 a.m.  
Smithfield Conference Center  
220 North Church Street  
Smithfield, VA 23430

- September 18, 2013 – Letter to HRTPO requesting resolution of support
- November 1, 2013 – Application Deadline (Submit to VDOT LAD)

Dr. Ravanbakht expressed her gratitude to Ms. Jennifer DeBruhl of the VDOT Local Assistance Division for her efforts on the new Transportation Alternatives Program under MAP-21.

Mr. Kimbrel encouraged TTAC members to submit their application and request an HRTPO resolution of support by the deadlines indicated above.

### **Existing and Future Truck Delay in Hampton Roads**

Mr. Sam Belfield, HRTPO Senior Transportation Engineer, reported this study builds on the analysis of existing truck volumes and delays contained in the HRTPO's *Hampton Roads Regional Freight Study* (September 2012) by forecasting future truck volumes and delays in Hampton Roads.

The study uses the new truck component and time-of-day capability of the regional travel demand model to forecast truck volumes and congestion to be faced by trucks in the next 20 years. The study purpose is two-fold: to forecast truck volumes and congestion to be faced by trucks (hours of delay) in the next 20 years, and to incorporate truck delay results into future versions of the Project Prioritization Tool to improve the HRTPO Board's ability to consider freight in project scoring and selection.

Mr. Belfield summarized the methodology used in the study and presented maps which illustrated the change in weekday truck volumes (20-year forecast versus 2010 existing) for both the Peninsula and the Southside. The region is expecting a substantial amount of truck growth to occur on I-64 on the Peninsula with an additional 1,700 – 3,500 trucks per weekday. The tolls at the DT/MT/MLK Extension are expected to shift truck travel throughout the area in the future, with nearly 1,500 and 1,000 additional trucks are projected to use I-64 in Chesapeake across the High Rise Bridge and Military Highway across the Gilmerton Bridge, respectively.

Data from 2010 identified high truck delays of 15 plus hours between Jefferson Avenue and Fort Eustis, and the Hampton Roads Bridge Tunnel (HRBT). The 20-year forecast predicts that the entire stretch of I-64 on the Peninsula will have a 15 plus hour truck delay. On the Southside, current truck delays are experienced at the HRBT, the Downtown and Midtown Tunnels, the I-64/I-264 Interchange, and I-64 in Chesapeake across the High Rise Bridge. The 20-year forecast predicts the Downtown and Midtown Tunnels are expected to improve slightly due to the tolls that will be in place. However, several other locations across the Southside are predicted to become problem areas, including the Gilmerton and High Rise Bridges, Route 58, and I-664.

HRTPO staff also compared 18 high profile corridors in the region based on the 2010 data and the 20-year forecast, indicating that I-64 on the Peninsula is by far the worst roadway for truck delay in the future.



Recommendations from this study include considering the inclusion of the I-64 Widening project on the Peninsula and the I-64 Southside Widening project in the next Long-Range Transportation Plan (LRTP).

The draft Existing and Future Truck Delay in Hampton Roads report is now available on the HRTPO website and public review and comment period is open until July 26, 2013. Approval of this report is anticipated at the September TTAC and HRTPO Board meetings.

Mr. Abt expressed his appreciation to HRTPO staff for producing this report. He noted the Port has plans to complete the build-out of the ATM facility which will dramatically increase the capacity of the terminal and the number of trucks traveling the 164 corridor. He asked for clarification regarding the 164 corridor at I-664 which shows minimal truck delay both now and in the future. Mr. Belfield replied HRTPO staff utilized the change method when running the truck model; taking into account changes and projects that may occur in the future that make sense for the region.

Mr. Belfield stated HRTPO staff has been updating the Freight Transportation Advisory Committee (FTAC) during the entire study.

Dr. Rob Case explained the model calculates trucks based on employment in those particular zones. These calculations would be based on the employment predictions by the City of Portsmouth in 2034 and noted the figures in the study should reflect the growth of the Port. He stated that although the movement of trucks on the 164 corridor (Western Freeway) may double in the future, the 164 corridor will be able to handle the capacity.

Mr. Abt indicated he will be submitting a public comment on behalf of the Port regarding his concern because he believes the 164 corridor will become an issue in the future.

Mr. Schnauffer asked whether the I-64 interim solution for the widening on the Peninsula was included. Mr. Belfield replied the results did not contain these improvements as the data utilized was through 2018. HRTPO staff worked utilizing a 2018 network in order to build off of it as projects for 2014 are selected so not to bias the results.

Mr. Schnauffer expressed concern with regard to inserting truck delay as another criterion for the Project Prioritization Tool. He was also uncomfortable with the recommendation to insert both I-64 corridors into the LRTP as it would be premature to predict their scores. Dr. Ravanbakht agreed and stated the projects should be considered as candidate projects for the 2040 LRTP.

Dr. Case noted by incorporating the results of this study into the Project Prioritization Tool, it would assist in refining the tool by predicting more accurate scores.

Mr. Keith Cannady expressed his concern regarding how the TAZ data was used in the study. He suggested HRTPO staff review methods developed by other Ports in projecting truck increase. Dr. Pavithra Parthasarathi replied the TAZ data was not the only consideration utilized in the model; rather, there were specific truck zones that accounted for areas that had large truck volumes.

## Regional Performance Measures – FY 2013 Update: Draft

Dr. Rob Case, HRTPO Principal Transportation Engineer, reported that in 2009, the General Assembly passed legislation giving the Commonwealth Transportation Board (CTB) authority to:

*“require that appropriate regional organizations develop...quantifiable measures and achievable goals for the urban region relating to, but not limited to, congestion reduction and safety, transit and high-occupancy vehicle (HOV) usage, job-to-housing ratios, job and housing access to transit and pedestrian facilities, air quality, movement of freight by rail, and per capita vehicle miles traveled.”*

In 2011, the HRTPO Board and the Commonwealth Transportation Board (CTB) approved a list of Regional Performance Measures (RPMs) for Hampton Roads. In April 2012, the HRTPO Board approved desired trends and values for these measures and forwarded them to the Office of the Secretary of Transportation.

Dr. Case outlined the eleven HRTPO RPM categories established by the State, except for the maintenance measure created by HRTPO staff. The Financial System Measures category was also created by staff based on public comments received.

Additional comments by both the public and the Port led staff to create two new measures for FY 2013:

- On-Time Performance, Amtrak
- Operating Cost Ratio, Amtrak

He directed the Committee’s attention several charts identifying the values and targets from the year 2000 to 2013. He noted that any changes since the previous year were shown in the last two columns, with the figures mainly in the 2012 column due to the time lapse in accumulating the 2013 data.

Dr. Case summarized selected RPM data for the region, including

- A downward trend in annual highway-rail crossing accidents
- An increase in the on-time performance for the newly created On-Time Performance, Amtrak category utilizing 2012 data for Richmond/Newport News
- A favorable downward trend in the Operating Cost Ratio, Amtrak for the Washington-Newport News 2012 data
- Improvement in the air quality in the region
- An improvement in the pavement condition of VDOT maintained roads in 2012; however, the 2013 data is not available yet

Dr. Case requested TTAC members review and comment on the updated RPM list and data charts by July 22, 2013 with anticipated approval by the TTAC and the HRTPO Board in September 2013. He indicated the performance measures will be revised, as necessary, in order to comply with MAP-21.

## **2040 LRTP Visioning Survey Report: Draft**

Ms. Theresa Jones, HRTPO Transportation Engineer, reported HRTPO staff has conducted a Visioning Survey as part of the development of the Vision & Goals for the 2040 Long-Range Transportation Plan (LRTP). The survey was utilized as a tool to gather public input to assist in defining a vision for the 2040 LRTP and to help identify projects needed to improve the transportation infrastructure in Hampton Roads. The survey began on October 10, 2012 and ran through December 31, 2012.

Ms. Jones stated participants were asked 20 questions to help HRTPO staff capture opinions and perspectives on transportation issues across the region with a total of 1,805 responses received and analyzed.

The draft report summarizes the findings of the survey and specifies the next steps in incorporating the findings in the development of the 2040 LRTP.

The draft report will be made available for public review and comment from July 3, 2013 through July 17, 2013 with anticipated approval at the September TTAC and HRTPO Board meetings.

## **Locally Maintained Pavement Condition Assessment: VDOT**

Ms. Jennifer DeBruhl, VDOT Local Assistance Division Director, reported that during its meeting on June 15, 2011, the Commonwealth Transportation Board (CTB) had significant discussion regarding the distribution of maintenance funds across systems and localities. At its July 20, 2011 meeting, the CTB established a Subcommittee to:

- Evaluate the issues surrounding equalization of maintenance fund allocations
- Consider options that could be addressed administratively and legislatively
- Develop recommendations for the effective and equitable distribution of maintenance funds
- Present those recommendations to the Board on or before December 31, 2011

At the October 19, 2011 CTB meeting, VDOT staff reported that a lack of available data on local system conditions and performance limited further analysis and recommended that a Local Government Working Group be reconvened to advance the collection and analysis of system condition and performance data on locally maintained systems. The Working Group has been working on the problem since that time.

Ms. DeBruhl stated that the following local pavement data was collected as requested by the CTB:

- Data collected from Summer 2012 – Spring 2013
- 84 localities across the State were involved
- 5,875 lane miles collected, or approximately 20% of the locally maintained lane miles
- Compared locality primary extensions to VDOT primary routes

- Compared locality non-primary routes to VDOT Secondary Routes
- Reviewed Deficient Arterial Pavements

The Local Government Working Group concluded that local arterial pavement is generally in the same or worse condition than similar roadways maintained by VDOT. It was also found that 71 of the 86 localities that receive maintenance payments are expending more on maintenance than the amount received from VDOT.

Ms. DeBruhl concluded, stating the Local Government Working Group recommended making no changes to the current methodology for Local Government maintenance payments. The Group will continue to track overall system performance, monitor progress, and assess needs over time.

### **Real-Time System Management Information Program: VDOT**

Mr. Scott Cowherd of VDOT, reported that Section 1201 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the establishment of a Real-Time System Management Information Program that provides, in all states, the capability to monitor the traffic and travel conditions of major highways and to share these data with state and local governments and with the public.

The rule became effective on December 23, 2010. Establishment of the Real-Time Information Program for the interstate system shall be completed no later than November 8, 2014. Establishment of the Real-Time Information Program for state-designated, metropolitan routes of significance shall be completed no later than November 8, 2016.

Mr. Robert Gey asked whether there was a mandate that all localities meet the program's criteria. Mr. Cowherd replied the FHWA set forth the mandate that all localities comply with the data by the November 2014 and 2016 deadlines.

Dr. Ravanbakht suggested Mr. Cowherd work with the HRTPO Subcommittee on this matter.

### **I-264 Corridor Study: VDOT**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported the I-264 study is an ongoing multimodal corridor study between the City of Virginia Beach and VDOT, and includes the proposed extension of the Tide light rail project and traffic analysis on Virginia Beach Boulevard and Laskin Road.

### **Congestion Pricing Video**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that congestion pricing is a strategy for improving traffic conditions at congested facilities by encouraging motorists to adjust the timing of their trips to non-peak traffic periods. Congestion pricing typically involves a varying fee structure, with motorists paying more to use a facility during peak periods and less (or nothing) to use the same facility during off-peak periods.

An eight-minute video was viewed that described congestion pricing in general, as well as a specific application of the strategy in Stockholm, Sweden.

Dr. Ravanbakht stated the HRTPO Board approved a resolution regarding the support of the Third Crossing construction (in phases), continued maintenance efforts at the HRBT, and the study of congestion pricing.

Mr. Dwight Farmer, HRTPO Executive Director, requested the TTAC members explain all aspects of congestion pricing to their respective leaders as there is much misleading information concerning the subject.

### **August TTAC Meeting: Cancellation**

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, stated it is now customary to cancel the August TTAC meeting due to the cancellation of the August HRTPO Board meeting each year.

Mr. Cross Moved to cancel the August 2013 TTAC meeting; seconded by Ms. Anne Ducey-Ortiz. The Motion Carried.

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

Chair King outlined the Three-Month Tentative Schedule for TTAC.

### **For Your Information**

Chair King highlighted the items in the For Your Information in the section of the agenda packet and noted the LRTP Subcommittee will meet directly following the TTAC meeting.

### **Announcements**

Chair King acknowledged the written announcements in the agenda packet.

### **Old/New Business**

Ms. Branch expressed her gratitude to Mr. Mark Schnauffer for his efforts on the Virginia Beach Light Rail Extension Study. Mr. Schnauffer stated he has taken a position in Arlington County and will be leaving the area shortly.

Dr. Ravanbakht stated HRTPO staff is working to have an updated list of data for projects utilizing the Project Prioritization Tool for the HRTPO Board by its September meeting as the Board will be making policy decisions on how to use the HB2313 revenues.

### **Adjournment**

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:50 a.m.

**Summary Minutes**  
**HRTPO Legislative Ad-hoc Committee**  
**Meeting of June 27, 2013**

In the absence of a Chair, Mayor Alan Krasnoff called the HRTPO Legislative Ad-hoc Committee to order at 9:25 a.m. in the Regional Board Room with the following in attendance:

**HRTPO Legislative Ad-hoc Committee Members:**

Senator Frank Wagner (GA)  
Delegate Michael Watson (GA)  
Jerri Wilson (NN Legislative Liaison)  
Robert R. Matthias (VB Legislative Liaison)

**HRTPO Legislative Ad-hoc Committee Members Absent:**

McKinley Price (NN)  
Linda T. Johnson (SU)

**Invited Committee Member Participants**

Alan P. Krasnoff (CH)  
Thomas Shepperd (YK)

**HRTPO Staff:**

Dwight L. Farmer  
Camelia Ravanbakht  
Jessica Banks  
Kathlene Grauberger  
Mike Kimbrel

**Other Participants:**

David Miller (PFM group)  
Peter Huber (Willcox & Savage)  
Tom Inglima (Willcox & Savage)  
Senator Louise Lucas (GA)  
Bryan Pennington (NO Legislative Liaison)  
Sherri Neil (PO Legislative Liaison)

**Others Recorded Attending:**

Anna D'Antonio, Earl Sorey (CH); George Schaefer (NO); Kayleigh Hall (McGuire Woods Consulting); Amber Randolph (Willcox & Savage); Brian Smith (HRT); L. Gail Henderson, Denise Key, Connie Walton (Office of Senator Lucas)

**Public Comment Period**

There were no public comments.

## **Approval of Agenda**

Chair Krasnoff asked for additions or deletions to the agenda. Hearing none, Mr. Robert Matthias Moved to approve the agenda as written; seconded by Ms. Jerri Wilson. The Motion Carried.

## **Minutes of the September 26, 2012 Meeting**

Chair Krasnoff asked for corrections or amendments to the minutes of the September 26, 2012 meeting. Hearing none, Ms. Wilson Moved to approve the minutes as written; seconded by Mr. Matthias. The Motion Carried.

## **HB2313:HRTPO Structure and Financing**

Mr. Dwight Farmer, HRTPO Executive Director, reported that at its May Retreat, the HRTPO Board was briefed by Mr. Peter Huber of Willcox & Savage and Mr. Sergio Masvidal of PFM Group, Inc. on the potential policy and financial strategies the HRTPO could take regarding the HB2313 “regional” component funds.

Mr. Peter Huber of Willcox & Savage outlined the HB2313 structuring for the Committee members as follows:

- HB2313 created a Hampton Roads Transportation Fund (HRTF) which, beginning July 1, 2013, will be funded with revenues derived from certain taxes and fees.
- The HRTF is a special non-reverting fund administered by the Comptroller of the Commonwealth.
- The HRTF is to be used solely for new construction projects on new or existing roads, bridges, and tunnels in the localities comprising Planning District 23.
- Although the HRTPO must approve the projects constructed with HRTF monies, HB2313 does not authorize a local entity to administer or implement projects. VDOT and the CTB will oversee and implement the projects.
- HB2313 also does not specifically allow the HRTF to be leveraged through bond issuances.
- Additional legislation is necessary to empower either the CTB or a local authority, new or existing, to issue bonds secured by the HRTF.
- The Secretary of Transportation has indicated that the State’s debt capacity limits make the CTB an inefficient bond issuer; the Secretary has recommended that the HRTPO explore the creation and use of an Authority, similar in certain respects to the Hampton Roads Transportation Authority (HRTA) contemplated in 2007 and the current Northern Virginia Transportation Authority (NVTA).

Senator Frank Wagner expressed his support for a bonding authority; however he asked for specifics regarding the procedure for bonding a portion of a mega project while still utilizing regular transportation funds from the State for smaller portions of the same project. Mr. Huber replied it is a complicated question due to the multiple parties involved both with financing and implementation. He noted it would depend on whether the HRTPO Board decides on a broader, local authority that has power to both finance and build projects, or one with a narrower scope of power. Regardless, it would require coordination between the State, the HRTPO, and the new entity.

Senator Wagner asked whether mega projects have dedicated funding from multiple sources. Mr. David Miller of PFM Group stated that all mega projects have multiple funding sources and that although the funds are dedicated, there are also contributions from the State DOT, the FHWA, and typically joint agreements are in place to illustrate the project cost divided among the sources. He indicated that bonding the HB2313 revenues will be relatively easy; whereas, it will become more difficult if the revenue is not sufficient to cover the projects and the implementation of tolling is required.

Mr. Huber stated that in order to utilize the regional component funds, a proposed new financing authority would essentially replicate the HRTPO composed of the same members and voting rights; yet, be clearly defined as a recognized, public entity under state law with the powers of such.

Mayor Krasnoff asked whether the existing Virginia Resources Authority (VRA) could be utilized to issue bonds. Mr. Huber replied the VRA is a conduit financing entity which does issue bonds for other entities and projects; however, currently, it does not have the authority to pledge the HB2313 revenues or issue bonds for these projects. He noted that it could be an alternative to be researched.

Mayor Krasnoff indicated that the VRA serves as the financial manager for the Virginia Transportation Infrastructure Bank (VTIB) and asked if it would be wise to research the VRA as such a financial entity. Senator Wagner stated he would explore the matter.

Mr. Farmer stated the legal team of Willcox & Savage would examine what role, if any, the VRA may have in the authority that may be created to use the HB2313 revenues.

Senator Wagner inquired as to the burn rate for projects already in the queue that would have access to the HB2313 revenues. Mr. Farmer replied the intent is to come back to the HRTPO Board with the Board deciding how to divide the regional funds. He stated the Board could decide to bond, cash match, and/or cash fund these projects. He noted the HRTPO could accumulate a respectable amount of cash that would not need to be burned immediately over the next two to four years; after that, it would be utilized rather quickly.

Senator Wagner commented that each project stands alone and stated it would be beneficial to view them simultaneously.

Mr. Matthias asked how local debt might be impacted by the HRTPO bonding the HB2313 revenues. Mr. Huber stated that preliminarily, it should not impact the local debt limit. Mr. Miller stated he will research the matter and provide an update.



Mr. Pennington indicated it may be helpful to explore the Virginia Small Business Financing Authority as another avenue with regards to utilizing an existing authority. He stated the City of Norfolk believes that tolls will ultimately be a part of any mega project in the region and indicated an authority with broader powers to encompass tolling will be necessary.

Mr. Huber summarized the primary powers of a potential financial authority to include, but not limited to:

- Modification of the Virginia code sections implementing HB2313 to provide that the Comptroller distribute the revenues dedicated to the HRTF for the Authority
- The power to issue bonds secured by the HRTF
- The power to apply to and negotiate with the government of the U.S., the Commonwealth, and/or any agency regarding grants and other available funds
- Responsibility of a public entity under the PPTA
- Authorization to employ a Chief Executive Officer and other staff as necessary

Mr. Huber stated these primary powers could be expanded to include:

- Authorization to construct, acquire, renovate or repair, by purchase, lease, contract, or otherwise, the project improvements and related facilities
- Authorization to enter into agreements with public or private entities for the construction and operation of facilities
- Acquisition of land
- Impose, set, and collect tolls
- Approval of projects shifted from the HRTPO to the Authority
- Modification of either or both of the HB2313 requirements that funds be used in each Planning district locality and that priority be given to use of funds for projects that most relieve congestion to provide additional flexibility

Mayor Krasnoff stated the HRTPO Board-approved Project Prioritization Tool takes into account project utility, viability, and economic vitality. He asked if the utility (congestion) criterion, as written in HB2313, should be considered more carefully because of the funding mechanism. Senator Wagner replied the General Assembly was primarily looking at congestion relief as its number one focus when drafting the bill.

Delegate Watson remarked that congestion is the main concern of the area's constituents.

Senator Lucas commented that the proposal for a financial authority in Hampton Roads is valid; however, a broader tolling authority would not be tolerated by the citizens and she referenced the City of Portsmouth's pending lawsuit regarding the tolls at the DT/MT/MLK Extension.

Delegate Watson inquired as to how a new authority would compare to the existing NVTA. Mr. Huber replied there are a number of similarities and directed the Committee's attention to a handout comparing the previous HRTA, the NVTA, and a potentially new HRTA.

Mr. Farmer addressed Senator Lucas' comment and stated if Judge Cales' opinion is upheld by the Supreme Court, it would signal a red flag to the General Assembly.

Senator Wagner inquired as to the timeline of the Portsmouth lawsuit. Ms. Sherri Neil replied the case has a September 2013 court date with a decision coming before the General Assembly convenes its 2014 session.

Senator Lucas remarked that if the higher court upholds Judge Cales' opinion, the State will have to find \$2 billion for the DT/MT/MLK Extension project.

Mr. Farmer noted the court decision may determine whether the HRTPO could potentially create another authority.

Mr. Farmer asked Mr. Miller to discuss bond credit worthiness with respect to a new HRTA. Mr. Miller explained HB2313 revenues are very credit worthy. He indicated it would be beneficial to pledge all HB2313 revenues to bonds, even if only a portion of such revenues will be bonded toward a project due to:

- Better debt service coverage
- High credit ratings
- Lower cost of capital
- Bond indenture could be set up so that any HB2313 revenues not needed to pay debt service would be held in a pay-go account to be dispersed to projects approved by the HRTPO

Mr. Farmer stated the decision to pledge all revenues adds to the complexity of the discussion because the HRTPO Board may have trepidation in pledging all funds even if the plan is to utilize only one-third of the funds towards bond debt. Mr. Miller noted that by pledging all revenues, a three times coverage ratio, AA credit rating, and a low cost of capital is achieved.

Mr. Shepperd asked if the pledged funds could be used for projects that do not involve bonding. Mr. Miller replied affirmatively; however, the bond holders would have first right of payment.

Mr. Farmer stated the smallest mega project in the region will cost approximately \$3-\$4 billion. Senator Lucas remarked that all HB2313 revenues should be pledged unless another long-term sustainable source of funding is found in order to assist with the transportation issues.

Mr. Farmer believed the HRTPO Board is fully aware of the gap between the bonded funds and remaining project funds needed to build a mega project; however, until VDOT, the FHWA, the incoming State Administration, and the General Assembly can find another revenue source, the mega projects cannot be constructed.

Mr. Shepperd indicated the constituents will expect some of the HB2313 revenues to be spent locally to fix the roads in the region.

Mr. Farmer requested the Committee's direction in order to create a draft legislative agenda to be recommended to the HRTPO Board in October. He stated the Committee will meet again in September to review a working draft prepared by HRTPO staff.

Mayor Krasnoff asked for comments regarding Mr. Farmer's request.

Mr. Matthias stated that although the VRA will be researched as a financial authority, he believed the HB2313 revenues will still be considered State debt which will be a cause of concern. He also stated that since the VRA is located in Richmond, it is even further removed from the citizens of Hampton Roads.

Ms. Wilson commented the City of Newport News would support an authority similar to the NVRTA; however, she believed there would be much trepidation regarding an additional tolling authority in the area.

Mr. Pennington stated the City of Norfolk has many bodies of water it must overcome and since the City is receiving signals from the Commonwealth that tolling will be a part of the future, he believed it best to fully explore maximizing the tolling authority.

Ms. Neil indicated the City of Portsmouth supports the regional mega projects yet are sensitive to tolls and concerned about how the local money from HB2313 will come over to smaller jurisdictional projects. She believed there was no appetite in the area for another authority.

Mr. Shepperd commented that tolling is but one piece of the puzzle that must be discussed in order to achieve success with the HB2313 revenues. He believed that if the State can pass the authority to the regional level without any negative impacts, it will play an important role in the overall process. Regarding any type of authority in Hampton Roads, he stated it will be crucial to the public that the representatives are elected officials.

Mr. Farmer asked the General Assembly members their perspective on granting full powers to an authority in case the HRTPO decides to go down that path. He also asked their opinion on giving full powers to the NVRTA which are currently vested at VDOT.

Delegate Watson stated the public has a heightened sensitivity to granting authority to any other body regarding tolling, eminent domain, and taxes. He believed the legislators would more than likely consider it practicable to create an entity similar to NVRTA; however, he does not believe there will be an appetite for granting a new authority with any more power than currently possessed by the NVRTA. He indicated the authority would have to be tightly drafted in order to bypass the resistance.

Senator Wagner suggested the HRTPO Board re-designate some of the mega projects, such as the Patriots Crossing, as extensions of the interstate system to move them forward. He noted this was accomplished with the re-designation of Route 44 to I-264. He stated it was necessary to inform the public as to what is and is not possible with the regional funds. He commented that once the HRTPO realizes what mega projects can be accomplished, it needs to research tolls. He indicated Senator Lucas has a bill that may help bring down tolls for these mega projects.

Senator Lucas stated there is absolutely no appetite for any new authority or the implementation of tolls. She has suggested Casino Gaming as a long-term, sustainable source of transportation funding to the General Assembly but to no avail. She noted the public is flocking to Dover, DE to use its casinos as their form of entertainment and the Commonwealth should also employ this method. She has researched the topic extensively and this past year, introduced five transportation enhancement bills, indicating they would lift the burden off of

the taxpayers. She plans to introduce her transportation enhancement bills again in January 2014; however, it will not occur unless the HRTPO takes up her study. A letter was sent on February 28, 2013 to Chair Molly Ward for the HRTPO to consider a Virginia Gaming Study. She stated she has yet to receive word regarding her study and reiterated the need to obtain it in order for the General Assembly to review her bills in a meaningful way.

Mr. Pennington explained Senator Lucas introduced multiple bills to the General Assembly and a referral from the Senate of Virginia, via letter, was transmitted to HRTPO Chair Molly Ward requesting the HRTPO embark on this study and analyze the potential revenue of various Casino Gaming scenarios. At that time, the City of Norfolk, as part of its 2013 Legislative Agenda, included this proposal as one of its priority initiatives to the General Assembly. It was determined through internal polling that the other members of the HRTPO did not have the same desire to further explore this proposal and the City had to withdraw its sponsorship. He indicated Senator Lucas is requesting the HRTPO consider its support of her Casino Gaming study with a separate question of whether the HRTPO would be in a position to facilitate some kind of further study and partnership with higher education, as well as the private sector.

The Committee agreed to place this item on the agenda as New Business. Mayor Krasnoff stated it was prudent to notify Chair Ward with regards to the Senator's request.

Senator Wagner stated that hypothetically, if all projects were to be tolled on parody, moving forward with a gaming study would enlighten the HRTPO Board and the General Assembly on what would be the anticipated revenues from gaming, and how far those revenues could draw down tolls. With the study, Senator Lucas and the public will have a comparison of tolls with and without a gaming facility in Virginia.

Mr. Farmer stated it was his understanding that the content of letter referred to a different bill; however, since that appears to be erroneous, he indicated he would meet with her and Mr. Pennington directly after the meeting. He requested clarification on whether the General Assembly was expecting the HRTPO to conduct the study. Senator Lucas stated she received confirmation from Senator Peter Stark. Senator Wagner indicated it was also his belief that the HRTPO was to complete the study for the Senate Finance Committee.

Mr. Farmer stated that he could either direct the HRPDC Chief Economist to draft a white paper for the HRTPO Board and the General Assembly based upon available research, or if directed otherwise, he could locate a third party expert; however, he was unsure how the HRTPO would fund the third party study. Senator Lucas replied that funding might not be an issue as she believed the outside party might volunteer to study the gaming issue as both Colonial Downs and the Cordish Group had expressed interest.

Senator Wagner commented that valid data should be available due to former Speaker of the House Senator Thomas Moss proposed legislation for riverboat gambling a few years ago. Senator Lucas stated the Cordish Group has extensive up-to-date data on the gaming industry.

## **Adjournment**

There being no more business before the HRTPO Legislative Ad-hoc Committee, the meeting was adjourned at 10:50 a.m.

## MEETING MINUTES

### FREIGHT TRANSPORTATION ADVISORY COMMITTEE OF THE HRTPO

**June 7, 2013**

The Virginia Port Authority Waterside Conference Room  
600 World Trade Center, Norfolk, VA 23510  
9:00 am – 10:30 am

Co-Chairman Bill Bell called the HRTPO Freight Transportation Advisory Committee (FTAC) to order at 9:00 a.m. in the Virginia Port Authority (VPA) Waterside Conference Room, with the following in attendance:

**MEMBERS:**

Art Moyer (Virginia Maritime Association)  
Bill Bell (Newport News Shipbuilding)  
Chris Luebbers (Norfolk Southern Corp)  
Keith Helton (Givens Transportation)  
Mike Abbott (COSCO Container Lines, Inc.)

**STAFF:**

Allison Mall (Moffatt & Nichol)  
Andy Hecker (Moffatt & Nichol)  
Camelia Ravanbakht (HRTPO)  
Jeff Florin (VPA)  
Rob Case (HRTPO)  
Sam Belfield (HRTPO)

## **1. ATTENDANCE AND PUBLIC COMMENT PERIOD**

Co-Chairman Mr. Bill Bell took attendance and opened the public comment period. Hearing no requests for comment, Mr. Bell then declared the public comment period closed.

## **2. APPROVAL OF PREVIOUS MEETING'S MINUTES**

Mr. Bell noted the minutes of the February 21<sup>st</sup>, 2012 FTAC meeting and asked for revisions. There being none, Mr. Chris Luebbers moved the minutes be approved as submitted. Mr. Art Moyer seconded the motion, and the minutes were unanimously approved.

## **REGULAR AGENDA:**

### **3. FTAC MEMBERSHIP**

Mr. Bell welcomed new Committee member Mr. Mike Abbott to his first FTAC meeting. Mr. Abbott is the General Manager for Norfolk/Wilmington/Baltimore at COSCO Container Lines, Inc. Mr. Abbott thanked the Committee for having him and they then expressed their support for his membership, with each member explaining briefly how they have worked with and come to know Mr. Abbott over the years.

### **4. VFTAC UPDATE**

Mr. Florin then gave an update on the Office of Intermodal Planning and Investment's (OIPI) efforts to establish a Virginia Freight Advisory Committee (VFTAC), with assistance by VPA and FTAC staff. The goal of the statewide freight advisory committee is to comply with MAP-21 recommendations in order to advance Virginia's economic development opportunities through efficient freight transportation. The committee will be made up of private freight stakeholders much like this one. VDOT is also putting together a larger *technical* freight advisory committee made up of public and private stakeholders. The technical group will be divided into subcommittees to focus on specific freight issues, which will be decided after the initial meeting. These two groups will work to bring issues, problems, challenges, wants and needs to the attention of state government that the latter may adopt policies helping freight move from origin to destination more efficiently.

The Secretary of Transportation supports these efforts and has sent invitations out for initial Committee meetings this summer. The timeline for meetings is aimed at producing a Statewide Freight Plan (also recommended by MAP-21), which will be completed by Cambridge Systematics, Inc. with input by both Committees and review/approval by the Commonwealth Transportation Board (CTB).

Mr. Florin said that he hoped the VFTAC, once established, will be able to listen to and work with the HRTPO and FTAC, as well as other MPO's around the state, to advance regional transportation priorities.

Ms. Camelia Ravanbakht then mentioned that she was recently appointed to VFTAC representing the Virginia Association of MPO's (VAMPO).

**5. FUTURE CONGESTION EXPERIENCED BY TRUCKS IN HAMPTON ROADS- PREPARATION FOR PROJECT PRIORITIZATION STUDY UPDATE**

Rob Case having briefed the FTAC on this study at its February meeting, Mr. Sam Belfield presented the draft preliminary results from the study, formally known as the "Future Congestion Experienced by Trucks in Hampton Roads Preparation for Project Prioritization." The study estimates future truck delays by location, and determines what truck volumes and congestion will look like in Hampton Roads in 20 years. Staff plans to use this information in the scoring of projects—via the prioritization tool—for the 2040 LRTP.

The study consists of two major components, 1) existing truck delays (from the HRTPO's 2012 "Regional Freight Study"); and 2) 20 year forecast of truck delay (calculated via the regional travel demand model maintained by VDOT).

Future truck delays were forecasted by entering into the model: 1) population, household, and employment forecasts from the TPO's 2034 LRTP, and 2) a transportation network expected in 2018, consisting of existing infrastructure as well as committed projects (fully funded projects in the six-year improvement program). This will give a good idea of where projects will be needed to address future congestion. Preliminary results show that the High Rise Bridge will be a high delay location for trucks, as well as I-64 on the Southside. Many current areas of congestion will remain in the future but will get worse, with the areas from the Coliseum in Hampton to Richmond becoming especially congested.

Mr. Hecker asked if the maps showed individual truck delay and Mr. Case responded that the red areas show all the trucks, not individual ones, and the red could either indicate a congested roadway or a high volume of trucks. Mr. Belfield agreed to create another map that differentiates between these two components of total truck delay.

The discussion turned to congestion in "high profile corridors" and specific projects. Mr. Case said that in order to measure the delay caused by a river crossing, for example, delay must be summed on the approaches to that crossing.

The next steps on the study are to compare the high profile corridors to future 20 year figures, to compute annual truck congestion cost, and to compare 2010 existing with 20-year forecasts. The draft report will be complete in early July.

The Committee inquired as to what is included in the hourly rate used in the study to calculate truck delay costs (\$88/hour from Texas Transportation Institute). The Committee expressed that it would be helpful to include the cost to the public (via higher commodity prices), and if possible, to the regional economy. Mr. Belfield said he would research what exactly the TTI numbers included.

## **6. VPA ECONOMIC ANALYSIS OF TOLL PRICING IN HAMPTON ROADS UPDATE**

Mr. Florin and Mr. Hecker then gave an update on the “Economic Analysis of Toll Pricing in Hampton Roads” RFP, to be issued by VPA and funded via RSTP funds. The RFP is in the final stages of being finalized through VPA and VDOT, and will be advertised by the end of June.

The purpose of this study is to provide the region with data that supports positions on funding new transportation facilities in a manner that generates the highest overall return on the cost of the investment. The total return is defined as optimal conditions for economic growth. By identifying tipping points by industry, the region will be able to consider in tandem where transportation efficiency and increased costs to freight businesses such as toll prices cross. This study is intended to be more specific than just relying on freight flow and commodity data, and will also include reaching out to representative companies involved in freight movement.

While the study is underway, the project team will give presentations to FTAC and the HRTPO for their consideration in prioritizing projects and developing the LRTP.

## **7. HRTPO UPDATE**

Ms. Camelia Ravanbakht began the discussion of the HRTPO’s retreat, a four-hour long meeting held on May 16<sup>th</sup> which produced lively discussion and decision-making. Ms. Ravanbakht provided a handout titled “Long-Term Transportation Funding” (statewide and regional) which breaks down funding expected from HB2313 (the new transportation bill). By 2018, Virginia will receive \$800 million in new revenue based on the new taxes. In addition, Hampton Roads will receive \$200 million annually from the regional component of HB2313.

There are many options for dividing up the \$200 million between mega/interstate projects, interchange projects, committed projects, and local projects. One challenge is to make sure that the projects benefit both the Peninsula and the Southside, otherwise it will lead to even more public distrust about how transportation money is being spent.

Mr. Florin expressed his support for regionally-focused mega projects that help to move freight in and out of the region, and for constructing mega projects in stages in order to capture funding when it is available. He supports the region “changing its behavior to make progress,” by dividing these large projects into phases to support the entire system. VDOT is on board with constructing the mega projects in phases.

The discussion then turned to how to fund a harbor crossing project, referencing the bonding capacity and toll rate handouts provided by HRTPO staff. It was acknowledged that there will not be enough money to complete any of the mega projects without implementing tolls.

At the retreat, a video was shown on Congestion Pricing in which toll rates depend on the time of day and traffic volume. The video showed the success (and popularity) of reducing congestion via tolls. Preliminary research completed by HRTPO staff shows that tolls cause a significant decrease in congestion on major harbor crossings and roadways during peak travel times. Ms. Ravanbakht said that tolling could equalize the volumes on the crossings, and she encouraged the Committee to view the Congestion Pricing video via the HRTPO website.



Mr. Bell then brought to the Committee's attention the draft resolution that was handed out at the beginning of the meeting. He said that it would be useful for the FTAC to reiterate their approach to funding projects in phases, to evaluate projects from a regional and systematic perspective, and to support specific projects. He said that the discussion at the retreat makes this a timely subject and Ms. Ravanbakht agreed, saying that it would be on the next HRTPO Board agenda.

The Committee decided that the three projects they would support through the resolution, in no particular order, are: I-64 Peninsula Widening, I-64 Southside Widening, and Patriot's Crossing. Other revisions included adding the specific sections of the projects, and to put in one more bullet point supporting the study of Congestion Pricing.

Mr. Bell reiterated that the last point in the resolution declares that the FTAC supports spending the funding from new HB2313 taxes on these three mega projects. The Committee agreed to all of the resolution revisions and Mr. Art Moyer moved to allow Mr. Bell to sign and approve the resolution upon email approval of the rest of the Committee. Mr. Luebbers seconded the motion and the resolution was passed as revised. Ms. Mall will email the resolution to the Committee and will send the final, signed resolution to Ms. Ravanbakht and Mr. Case, for inclusion in the next HRTPO Board agenda, by Tuesday, June 14<sup>th</sup>.

#### **8. ANNOUNCEMENT OF NEXT MEETING DATE / ADJOURNMENT**

The next meeting was scheduled for Wednesday, July 10<sup>th</sup> at 9:30 am.

Note: the meeting was later postponed until late August – date TBD.