

ITEM #16: MINUTES OF THE HRTPO BOARD COMMITTEES

A. CITIZEN TRANSPORTATION ADVISORY COMMITTEE: SUMMARY MINUTES

The summary minutes of the July 11, 2013 meeting of the HRTPO Citizen Transportation Advisory Committee (CTAC) are attached.

Attachment 16-A

B. TRANSPORTATION TECHNICAL ADVISORY COMMITTEE: SUMMARY MINUTES

The summary minutes of the September 4, 2013 meeting of the HRTPO Transportation Technical Advisory Committee (TTAC) are attached.

Attachment 16-B

**Summary Minutes of the
HRTPO Citizen Transportation
Advisory Committee (CTAC) Meeting
July 11, 2013**

The HRTPO Citizen Transportation Advisory Committee (CTAC) Meeting was called to order at 12:06 p.m. in the Regional Building Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTPO CTAC Members in Attendance:

Shepelle Watkins-White, Chair (CH)	Carlton Hardy (NN)
John Kish (CH)	Robbyn Gayer (NO)
Bernie Whitlock (CH)	Theresa Danaher (PO)
Philip Olekszyk (GL)	Kirsten Tynch (PO)
Teresa Schmidt (HA)	Barry Dunn (PQ)
Michael Jones (IW)	Greg Edwards (VB)
Don Cherry (JC)	Delceno Miles (VB)
Sharyn Fox (NN)	Allan Parrott (VB)

HRTPO CTAC Members Absent:

Yukari Hughes (NN)	Jay Ford (VB)
William Christopher (NO)	Casey Funk (VB)
Randy Lougee (NO)	John Malbon (VB)
James Openshaw (NO)	Dewey Hurley (WM)
Richard Green (SU)	Henry Lewis (YK)

HRTPO Staff:

Brian Chenault	Camelia Ravanbakht
Dwight Farmer	Joe Turner
Kendall Miller	Chris Wichman

Others Recorded Attending:

Michael Todd (DRPT); Ronald Broughton (HRT TRAC); Sarah Steele (Olde Town Civic League)

Public Comment Period

There were no public comments.

Submitted Public Comments

There were no submitted public comments.

Approval of Agenda

Chair Watkins-White asked for any additions or deletions to the agenda. Hearing none, Ms. Delceno Miles Moved to approve the agenda as written; seconded by Ms. Sharyn Fox. The Motion Carried.

Summary Minutes of March 13, 2013 CTAC Meeting

Chair Watkins-White asked for any additions or corrections to the March 13, 2013 minutes. Hearing none, Ms. Kirsten Tynch Moved to approve the minutes as written; seconded by Ms. Miles. The Motion Carried.

CTAC Membership Update

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, welcomed CTAC's four newest members, Barry Dunn, Carlton Hardy, John Kish, and Allan Parrott, and stated they received official HRTPO Board approval at the June 20, 2013 HRTPO Board meeting.

She indicated Ms. Carolyn McPherson of Virginia Beach tendered her resignation and HRTPO staff is working to fill the vacancy.

Chair Watkins-White asked whether a thank you letter should be sent to Ms. McPherson. Dr. Ravanbakht replied that a letter was mailed to Ms. McPherson.

Election of CTAC Vice-Chair

Chair Watkins-White stated the Vice-Chair has the responsibility of chairing CTAC meetings and attending HRTPO Board monthly meetings in the absence of the CTAC Chair.

Mr. Carlton Hardy recommended Ms. Theresa Danaher for the Vice-Chair position. Ms. Danaher expressed her appreciation for the nomination; however, she declined the offer.

Ms. Fox Moved to nominate Ms. Miles for the CTAC Vice-Chair position; seconded by Ms. Tynch. The Motion Carried.

Regional Transportation Funding

Mr. Farmer outlined the statewide revenues generated from HB2313, as follows

- Elimination of the 17.5 cents per gallon motor fuels tax
- Implementation of a 3.5% tax on the wholesale price of gasoline
- Implementation of a 6% tax on the wholesale price of diesel
- \$64 registration fee for alternative fuel vehicles
- Increase of the motor vehicles sales tax from 3% to 4.15%
- Increase of the general sales tax from 5.0% to 5.3%
- Marketplace Equity Act (MEA) transportation share
- Increase of the transportation share of existing sales & use tax from 0.5% to 0.675%

Mr. Farmer stated these revenues will be guided by the CTB and might reach \$842 million by 2018. Over the next twenty years, the region's amount from the statewide revenues should be roughly \$3 billion.

In addition to the statewide funds, two revenue streams are specifically dedicated to Hampton Roads:

- Increase of the regional sales tax by 0.7%
- Implementation of a 2.1% regional tax on the wholesale price of gasoline

The HRTPO will have full purview and discretion on how and when to spend these dollars. Beginning in 2014, funding will be approximately \$175 million, growing to \$200 million in 2015, and then by \$7 or \$8 million a year through 2018. Over the next twenty years, an estimated \$5 or \$6 billion should be available from this stream for the HRTPO Board to move projects forward in the next 20 years.

Mr. Farmer summarized strategies on how to maximize the HB2313 regional component to fund projects including:

- Bond Funded – Mega Projects
- Cash Match Funded – Interstate and Interchange Projects
- Cash Funded – Committed and Local Projects

He indicated that at some point, the HRTPO Board will need to provide HRTPO staff, VDOT, CTB members, and the General Assembly guidance on the percentage of the revenue stream to utilize for bonding.

The Mega Interstate projects eligible for bonding are:

- Third Crossing/Patriots Crossing: \$3 billion project
- Third Crossing/Craney Island Connector: \$500 million project
- Third Crossing/I-664 Widening (Hampton to Chesapeake): \$2.5 billion project
- I-64 Southside Widening (including the High Rise Bridge): \$1.7 billion project

Projects that could be considered for Cash Matching are:

- I-64 Peninsula Widening: \$350 million project with a \$70 million match
- Fort Eustis Boulevard Interchange: \$150 million project with a \$30 million match
- I-64/I-264 Interchange: \$350 million project with a \$70 million match
- Bowers Hill Interchange: \$350 million project with a \$70 million match

Regarding cash funded projects, Mr. Farmer stated it is likely the CTB and VDOT will recommend the HRTPO look to cash fund committed projects and those in the SYIP pipeline. Over the next twenty year period, the HRTPO may want to allocate a significant amount of cash into what the City Managers have suggested as a package of local projects funded with the regional revenue stream from HB2313. There is currently a \$7.5 billion balance to complete the committed projects in the FY 2013-2018 SYIP.

Mr. Farmer reported HRTPO staff conducted an analysis on bonding capacity in order to potentially leverage HB2313 funds and used the Patriots Crossing, a \$3.5 billion project, for illustrative purposes.

Mr. Farmer stated that different toll amounts will generate various revenues and explained there is a threshold at which a project could be tolled because volumes will drop off and negatively impact revenues.

The following three scenarios were utilized in the analysis:

- A. Use \$1 billion regional bond proceeds with \$1, \$2, and \$3 toll rates. Tolls did not cover the debt service.
- B. Use \$750 million regional bond proceeds and \$750 million State contribution with \$1, \$2, and \$3 toll rates. The \$3 toll rate covered the debt service.
- C. Use \$700 million regional bond proceeds, \$700 million (20%) State contribution, and \$700 million (20%) Federal contribution with \$1, \$2, and \$3 toll rates. The \$2 toll rate covered the debt service.

Mr. Farmer noted that HRTPO staff studied congestion impacts by calculating volume/capacity by applying different toll rates to the harbor crossings with expanded capacity over the next 20 years. Results indicated that a \$2 toll rate almost solves the capacity issue at the Hampton Roads Bridge Tunnel (HRBT) and eliminates congestion from the Monitor Merrimac Memorial Bridge Tunnel (MMMBT).

Mr. Carlton expressed concern that hybrid vehicles were targeted in the legislation. Mr. Farmer replied that he was not the correct person to answer that question; however, it was his assumption that the legislation only applied to electric vehicles.

Mr. Don Cherry indicated he was billed the new fee for his hybrid vehicle and noted that Senator John Miller is seeking to repeal this component of HB2313. Mr. Farmer stated it was his understanding that language referring to hybrid vehicles was removed from the bill via a compromise within the General Assembly. He noted the General Assembly may address the issue in a subsequent session.

Mr. Robbyn Gayer asked for clarification regarding the phasing process of the motor vehicle sales tax. Mr. Farmer replied he was unsure; however, he commented that it might be another compromise within the legislation. He indicated that Virginia's 4.15% motor vehicle sales tax is still one of the lowest along the East Coast.

Chair Watkins-White inquired as to how the cash funded option relates to the HRTPO Board-approved prioritization tool. Mr. Farmer replied any cash funded project would be subject to the prioritization process established by the Board.

Ms. Miles asked whether Northern Virginia was also creating a process in which to utilize its regional HB2313 funds. Mr. Farmer replied that the language in HB2313 is considerably different in its reference to Hampton Roads and Northern Virginia. Hampton Roads is the only region in the Commonwealth with a formalized, objective prioritization process.

HB2313 states that Northern Virginia will have 70% of its funds allotted to the Northern Virginia Transportation Authority (NVTA) with the remaining 30% divided among its localities.

Mr. Hardy asked for clarification regarding the toll rate figures contained in the footnotes of the Bonding Capacity presentation. Mr. Farmer replied the toll rates would be applied individually to each facility.

Ms. Fox inquired as to whether the James River Bridge would be tolled under the scenarios offered in the presentation. Mr. Farmer replied the James River Bridge would remain a free option.

Mr. Bernie Whitlock asked whether the staff analysis assumed that Route 460 was completed with an associated toll. Mr. Farmer replied affirmatively.

Mr. Whitlock inquired as to whether any funds from the HB2313 regional component were utilized for Route 460. Mr. Farmer replied the Governor allocated \$900 million from the State's discretionary funds to build Route 460. The toll will cover approximately \$300 million of the \$900 million. The remaining \$600 million is classified as a gift from the Governor.

Mr. Hardy asked whether any of the facilities would have a reduced commuter toll. Mr. Farmer replied that toll strategy had not yet been discussed and flat fee tolls were used for the simulation.

Chair Watkins-White asked if the congestion relief produced by the \$3.00 toll was a result of driver behavioral change. Mr. Farmer replied CTAC members will view a video from Stockholm, Sweden which explains that if volume is reduced by only 10%, severe congestion will be eliminated.

Ms. Danaher commented that people are moving out of the region because of tolls. Mr. Farmer replied that Hampton Roads is not the only area with tolls, and indicated that in some cases, tolling can drastically change travel behavior and demand. Congestion pricing is not implemented to collect revenue; rather, it is employed to change behavior, and revenue that is collected, can be used towards mass transit, rail, or other transportation modes.

Mr. Gayer inquired as to how inflation might affect the tolls. Mr. Farmer replied there would be the threat of a higher toll rate if the value of the dollar decreased.

Ms. Fox inquired as to whether lost revenue from the removal of the HRBT and Route 44 (now I-264) tolls has had an impact on current congestion issues. Mr. Farmer replied today's scenario would be completely different if those tolls were still in place. He noted that each year a mega project is delayed, the project increases by \$100 million.

Ms. Schmidt stated there is a different cost associated for drivers in traffic congestion. Mr. Farmer agreed, and indicated that for every hour a citizen is idling in traffic, it burns a gallon and a half of fuel.

Chair Watkins-White stated Mr. Farmer's presentation was delivered to the HRTPO Board at the June meeting and staff has drafted CTAC Resolution 2013-01 for approval consideration as a method of providing feedback to the HRTPO Board. She indicated the Board will be discussing the HB2313 programming options at the July HRTPO Board meeting.

Ms. Fox asked whether the cash match funded option provided the biggest bang for the buck. Mr. Farmer replied it lures discretionary interstate monies that VDOT might place elsewhere in the State.

Ms. Fox asked for clarification with regards to whether CTAC had to select one programming option over another. Mr. Farmer stated CTAC did not have to choose a particular option and that by approving the resolution, CTAC is only agreeing to the concept of the three programming options. The details of the options would still need to be discussed by the HRTPO Board.

Mr. Phil Olekszyk suggested incorporating a tolling scenario into the bonding programming option as mega projects are much more effective when a toll is utilized. Mr. Farmer replied that if all HB2313 funds were used on a single mega project, a toll would still be necessary to close the funding gap.

Ms. Miles Moved to approve CTAC Resolution 2013-01; seconded by Ms. Fox.

Ms. Danaher expressed concern with the lack of any mass transit language in the resolution. Mr. Farmer replied the resolution strictly pertains to the use of the HB2313 regional component funds which only includes highways, bridges, and tunnels.

Mr. Olekszyk reiterated his suggestion to modify the bond funding option to include the possible benefits of tolls on mega projects. Chair Watkins-White replied that for the purpose of this resolution, CTAC's discussion is to suggest recommendations on how the HB2313 funds should be allocated. The determination of how to more beneficially allocate the funds will be discussed at a later date.

Mr. Farmer stated that if the HRTPO Board members approve the bonding option, toll rates will still need to be determined.

Regarding the Motion on the floor, The Motion Carried.

June 20, 2013 HRTPO Board Meeting: Resolutions

Mr. Dwight Farmer, HRTPO Executive Director, reported the HRTPO Board approved two resolutions at its June 20, 2013 meeting. The first resolution, I-64 Peninsula Widening: HRTPO Preferred Alternative, endorses the VDOT 6-Lane Option Segments 1 and 2 (Jefferson Avenue/Exist 255 to Humelsine Parkway/Exit 242) for immediate and intermediate congestion relief on I-64 Peninsula on the condition that this preference would not preclude the I-64 Peninsula 8-Lane expansion or future associated funding.

The second resolution, Hampton Roads Crossing: HRTPO Preferred Alternative, reaffirms the HRMPO action of July 1997 to endorse the construction of the Third Crossing in phases, as well as endorse the continued maintenance of the existing Hampton Roads Bridge Tunnel (HRBT) and the study of the feasibility of congestion pricing on the HRBT and Monitor Merrimac Memorial Bridge Tunnel (MMMBT).

Congestion Pricing

Mr. Dwight Farmer, HRTPO Executive Director, reported that at the HRTPO Retreat in May 2013, the Board was briefed on congestion pricing to reduce peak hour congestion by impacting driver behavior and travel decisions. Specifically, the discussion involved the potential capability of demand management as an interim solution tool to ease severe congestion at the I-64 HRBT and I-664 MMMBT during peak rush hours.

The educational video from “TED Talks” documenting Stockholm, Sweden’s success with congestion pricing, presented to the HRTPO Board at its Retreat, was viewed by the CTAC members.

Ms. Danaher asked for the number of people in Stockholm at the time of the congestion pricing study since the study only took into account the number of vehicles on the roadways. Mr. Farmer replied he was unsure; however, he noted the toll imposed was a 24-hour a day charge and Stockholm has roughly the same population as Hampton Roads with similar congestion problems. He stated the Stockholm experiment will be implemented in Hampton Roads in February 2014 if the Virginia Supreme Court overrules Judge James Cales’ decision regarding the Downtown/Midtown Tunnel tolls.

Ms. Schmidt inquired as to the length of time congestion pricing would be utilized if implemented in Hampton Roads. Mr. Farmer replied congestion pricing would be in place until a mega project could be delivered.

Mr. Carlton asked for clarification regarding the peak hours of congestion pricing. Mr. Farmer replied peak hours would involve 4-6 hours a day.

Future CTAC Meeting Agenda Items

Chair Watkins-White highlighted the agenda items for the next CTAC meeting.

For Your Information

Chair Watkins-White noted the items in the For Your Information section of the agenda packet.

Mr. Farmer stated that both the CTAC and HRTPO Board meetings could be found on YouTube.

Ms. Kendall Miller, HRTPO Public Involvement & Title VI Administrator, indicated that after the HRTPO Board meetings, CTAC members would receive an email from her with the link to the meeting, highlighting agenda items of interest.

Old/New Business

There was no Old/New Business.

Adjournment

With no further business to come before the Citizen Transportation Advisory Committee, the meeting adjourned at 1:44 p.m.

Summary Minutes of the HRTPO Transportation Technical Advisory Committee (TTAC) Meeting September 4, 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)	Tom Slaughter (NN)	Phil Pullen (VB)
Robert Gey (Vice Chair, VB)	Robert Brown (NO)	Mark Shea (VB)
Steve Froncillo (Alternate, CH)	Dale Castellow (NO)	Reed Nester (WM)
Earl Sorey (CH)	Jeff Raliski (NO)	Tim Cross (YK)
Garrey Curry (GL)	Susan Wilson (PO)	Emily Stock (DRPT)
Keith Cannady (HA)	James Wright (PO)	Keisha Branch (HRT)
John Yorks (HA)	Kevin Wyne (PQ)	Stephen Rowan (VDOT)
Paul Holt (JC)	Sherry Earley (SU)	Eric Stringfield (VDOT)
Jamie Oliver (IW)	Robert Lewis (SU)	Kevin Abt (VPA)
Tammy Rosario (JC)	Jason Souders (Alternate, SU)	Kevan Danker (WATA)
Jackie Kassel (NN)		

TTAC Voting Members Absent:

Gary Walton (CH)	Peter Stephenson (IW)	Daniel Clayton (WM)
Anne Ducey-Ortiz (GL)	Allen J. Murphy, Jr. (JC)	Steve Martin (WM)
Emily Gibson (GL)	Ellen Roberts (PQ)	J. Mark Carter (YK)
Lynn Allsbrook (HA)	Debbie Vest (PQ)	Al Maddalena (YK)
Michael Stallings (IW)	Scott Mills (SU)	Jim Ponticello (VDOT)

TTAC Nonvoting Members Absent:

Ivan Rucker (FHWA)	Bob Baldwin (NAVY)
Tony Cho (FTA)	Clifford Burnette (VDOA)

HRTPO Staff:

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

Others Recorded Attending:

Bob Matthias, (VB); Karen McPherson (Kimley-Horn); David Forster (Virginian-Pilot); Julie Timm (HRT); Frank Azzalina (Hampton Roads Transportation, Inc.); Angela Biney, Shelley Bogue, Mitzi Crystal, Tony Gibson, Sonya Hallums-Ponton, Nathan Milaszewski, Bryant Porter, Angela Rico, Chris Voigt, Keisha Wilkins (VDOT); Rick Case, Chris Vaigneur (HRPDC Staff)

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 Michael King asked for additions or deletions to the TTAC Agenda. Hearing none, Mr. Robert Gey Moved to approve the agenda as written; seconded by Mr. John Yorks. The Motion Carried.

Summary Minutes

Chair King indicated the Amended Summary Minutes of June 5, 2013 and the Summary Minutes of July 3, 2013 were included in the September TTAC Agenda. He asked for corrections or amendments to the minutes. Hearing none, Mr. Tim Cross Moved to approve both sets of minutes; seconded by Ms. Tammy Rosario. The Motion Carried.

FY 2012-2015 TIP Amendment: VDOT

Mr. Steve Rowan reported the Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2012 – 2015 Transportation Improvement Program (TIP) to add a new project as described below:

- UPC 100856 – Oakland Industrial Park Sidewalk, Phase 2. This project involves constructing sidewalks on: Harwood Drive, from its eastern intersection with Enterprise Drive to its western intersection with Enterprise Drive; and on Picketts Line, from Enterprise Drive to Warwick Boulevard.
 - Add project to TIP
 - Total Cost Estimate: \$936,485
 - Preliminary Engineering (PE) = \$90,000
 - Right of Way (RW) = \$100,000
 - Construction (CN) = \$746,485
 - Add FY 2013 PE obligation of \$90,000 CMAQ (including state match).

The TIP amendment has been made available for public review and comment. The public review period began on August 28, 2013 and runs through September 11, 2013.

Ms. Jackie Kassel Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Eric Stringfield. The Motion Carried.

FY 2012-2015 TIP Amendment: VDOT

Mr. Steve Rowan reported VDOT has requested to amend the Hampton Roads FY 2012 – 2015 Transportation Improvement Program (TIP) to revise one project as described below:

- UPC 55202 – Widen Witchduck Road to 6 lanes from I-264 to Virginia Beach Boulevard in Virginia Beach.
 - Total Cost Estimate: \$52,963,968
 - Revise the obligation information as follows:
 - Preliminary Engineering (PE) – update to match actual obligations; move \$43,210 STP and \$475,270 Advance Construction (AC) from FFY12 to Previous Obligations; move \$55,817 AC from FFY12 to FFY13 and add \$560,871 AC to FFY13
 - Right of Way (RW) – Add \$20,164,218 AC in FFY13
 - Construction (CN) – Add \$5,000,000 Revenue Sharing and \$12,139,855 AC in FFY14

The TIP amendment has been made available for public review and comment. The public review period began on August 28, 2013 and runs through September 11, 2013.

Dr. Camelia Ravanbakht asked whether the revised cost estimate is higher than the previous estimate. Mr. Phil Pullen replied affirmatively.

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

FY 2012-2015 TIP Amendment: VDOT

Mr. Steve Rowan reported VDOT has requested to amend the Hampton Roads FY 2012 – 2015 Transportation Improvement Program (TIP) to revise one project as described below:

- UPC 102781 – Utility Bore Under Lynnhaven Inlet in Virginia Beach.
 - Total Cost Estimate: \$5,623,935
 - Revise the obligation information as follows:
 - Construction (CN) – Add \$3,860,913 STP and \$80,000 associated match in FFY13. Add \$1,683,022 Other State Funding in FFY13

The TIP amendment has been made available for public review and comment. The public review period began on August 28, 2013 and runs through September 11, 2013.

Mr. Mark Shea Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Gey. The Motion Carried.

FY 2012-2015 TIP Amendment: VDOT

Mr. Steve Rowan reported VDOT has requested to amend the Hampton Roads FY 2012 – 2015 Transportation Improvement Program (TIP) to add one project as described below:

- UPC 16103 – Oyster Point Bikeway/Sidewalk Phase IV. This project is to construct a bikeway/sidewalk along Oyster Point Road from Jefferson Avenue to Village Green Parkway in Newport News.
 - Total Cost Estimate: \$450,000
 - Revise the obligation information as follows:
 - Preliminary Engineering (PE) – Add \$122,400 CMAQ and associated \$30,600 state match to FFY13
 - Construction (CN) – Add \$237,600 CMAQ and associated \$59,400 state match in FFY13

The TIP amendment has been made available for public review and comment. The public review period began on August 28, 2013 and runs through September 11, 2013.

Ms. Kassel Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Ms. Emily Stock. The Motion Carried.

2034 LRTP Amendment: Chesapeake

Mr. Sorey reported the City of Chesapeake has requested to amend the Hampton Roads 2034 Long-Range Transportation Plan (LRTP) to add one project as described below:

- **Deep Creek Atlantic Intracoastal Waterway (AIW) Bridge Replacement.** The current two-lane drawbridge is located on U.S. Route 17 Business where it crosses the Atlantic Intracoastal Waterway. The current bridge was constructed in 1934 and is functionally-obsolete and weight-restricted, requiring emergency vehicles to use alternate routes to serve areas on either side of the bridge. The bridge carries approximately 25,000 vehicles per day. The roadway on either side of the bridge has been widened and the bridge is the sole remaining bottleneck in the corridor.
 - Total Cost Estimate: \$45,000,000
 - Funding Plan:
 - \$10 M Regional Surface Transportation Program Funds
 - \$10 M National Highway Performance Program Funds
 - \$10 M Energy and Water Development Funding
 - \$10 M Revenue Sharing Funds
 - \$ 5 M Urban Construction Funds
 - \$45 M Total Construction Funds

The LRTP amendment has been made available for public review and comment. The public review period began on August 28, 2013 and runs through September 11, 2013.

Mr. Sorey Moved to recommend HRTPO Board approval of the LRTP amendment; seconded by Mr. Tom Slaughter. The Motion Carried.

Existing and Future Truck Delay in Hampton Roads: Final

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff presented the draft Existing and Future Truck Delay in Hampton Roads report to TTAC at its July 3, 2013 meeting. The draft report was available for public review and comment from July 3, 2013 through July 26, 2013. No comments were received.

Mr. Slaughter Moved to approve the Existing and Future Truck Delay in Hampton Roads: Final report; seconded by Ms. Keisha Branch. The Motion Carried.

Regional Performance Measures – FY 2013 Update: Final

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff presented the draft Regional Performance Measures – FY 2013 Update to TTAC at its July 3, 2013 meeting. The draft report was available for public review and comment from July 8, 2013 through July 22, 2013. No comments were received.

Mr. Cross Moved to recommend HRTPO Board approval of the Regional Performance Measures – FY 2013 Update: Final; seconded by Mr. Jeff Raliski. The Motion Carried.

2040 LRTP Visioning Survey Report: Final

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that HRTPO staff presented the draft 2040 LRTP Visioning Survey report to TTAC at its July 3, 2013 meeting. The draft report was available for public review and comment from July 3, 2013 through July 17, 2013. Comments received were addressed in the final report.

Mr. Shea Moved to recommend HRTPO Board approval of the 2040 LRTP Visioning Survey Report: Final report; seconded by Mr. Keith Cannady. The Motion Carried.

FY 2012-2015 TIP: Quarterly Snapshot

Mr. Chris Wichman, HRTPO Transportation Planner reported there were 11 TIP projects that had significant expenditures (over \$1 million) from March – June 2013. He noted that HRTPO staff has now modified its three month periods in order to align with VDOT's quarterly timeframe. During this quarter, nine projects recorded their first construction expenditures.

Mr. Wichman presented a pie chart showing that during the past four months, approximately \$5 million was spent on Preliminary Engineering, \$16 million on Right of Way Acquisition, and \$91 million on Construction.

Mr. Wichman stated 8 CMAQ and RSTP projects showed no expenditures during the past two quarters, and 6 of the 8 projects were on the list last quarter. Mr. Wichman commented that next steps include:

- HRTPO staff will coordinate with VDOT and affected localities and agencies to determine reasons for the apparent lack of progress on these projects.
- HRTPO staff will continue working with VDOT to improve the data exchange.
- HRTPO staff will coordinate with HRT and WATA to begin tracking expenditures data for transit projects

Ms. Sherry Early stated RSTP funds for UPC project 102111 were returned to the regional RSTP fund two years ago and asked for clarification regarding the project's inclusion on the stalled project list. Mr. Mike Kimbrel replied staff would research the issue.

Dr. Ravanbakht asked whether the \$800,000 from the cancelled York County project (UPC #835121) would be returned to the regional CMAQ fund. Mr. Cross replied affirmatively.

Dr. Ravanbakht inquired as to the deadline for use of ARRA funds. Mr. Rowan replied the deadline was changed from 2015 to September 2013. He indicated that VDOT has requested a waiver on a few projects still utilizing ARRA funds.

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

Mr. Keith Nichols, HRTPO Senior Transportation Engineer, reported that the Hampton Roads Regional Safety Study, a comprehensive analysis of highway safety throughout the region, was initiated in 2001. The study has included reports examining General Crash Data and Trends, Interstate and Intersection Crash Findings, and Crash Analysis and Countermeasures.

He indicated that the current draft report is the first full update to the original Regional Safety Study. Topics in the 2013 Update include:

- **Regional Safety Trends** – Trends in traffic crashes in Hampton Roads are included, as is information related to injuries and fatalities resulting from traffic crashes. Crash data for each Hampton Roads jurisdiction is highlighted, and comparisons between Hampton Roads and other metropolitan areas in Virginia are also included.
- **Crash Characteristics** – This section looks at the characteristics of crashes and fatalities in Hampton Roads. Examples include crash types, driver actions, alcohol usage, speeding, and safety belt usage.

Mr. Nichols stated there were 99 fatalities in 2012 versus an average of 120 per year over the past several years and indicated that failure to maintain control of the vehicle was the number one cause.

- **Crash Locations** – This section examines the locations of crashes, injuries, and fatalities on the Hampton Roads roadway system. Details are provided regarding how the crash data was collected and analyzed. The number of crashes by year for each location is shown, as is the rate based on the severity of crashes and the exposure to crashes.

Mr. Nichols explained that 9 out of the top 10 crash severity rates on the freeways occurred on the Southside.

- **Next Steps** – This section highlights the information that will be included in Part II of the Hampton Roads Regional Safety Study – 2013 Update.

Mr. Nichols stated the draft version of the Hampton Roads Regional Safety Study 2013 Update: Part I – Crash Trends and Locations report will be made available for public review and comment from September 4, 2013 through September 18, 2013. HRTPO staff intends to request approval of the final report at the October 2013 TTAC and HRTPO Board meetings.

2040 LRTP TAZ Data Allocation: Draft

Ms. Dale Stith, HRTPO Senior Transportation Planner, reported that in order to run the regional travel demand model during the development of the 2040 Long-Range Transportation Plan (LRTP), it is necessary to properly allocate the 2040 socioeconomic forecast by Transportation Analysis Zone (TAZ). In January 2013, each locality was asked to allocate the 2040 forecast for Households and Employment (Total, Retail, Industrial, Office, and Other Non-Retail Employment) to their respective TAZs. Using this data, HRTPO staff calculated the remaining socioeconomic TAZ totals for Population, Passenger Vehicles, and Workers.

She summarized the outline of the Hampton Roads 2040 Socioeconomic Forecast and TAZ Data Allocation draft report including the methodology utilized by HRTPO staff, TAZ allocations, and data tables.

Ms. Stith noted that HRTPO staff will further analyze data and produce maps and charts to be included in the report. She requested TTAC members review their allocation data tables and provide any changes to her by COB September 11, 2013. She noted the draft report will be open for public review for a two week period through COB on September 18, 2013. It is anticipated that approval of the final report will occur in October 2013.

2040 LRTP Vision Statement and Goals: Draft

Ms. Dale Stith, HRTPO Senior Transportation Planner, reported the visioning process is an important step in developing a Long-Range Transportation Plan (LRTP) as it provides an opportunity to gain both public and technical input, including:

- Regional concerns/perceptions regarding transportation issues
- Vision of future transportation network
- Candidate projects for evaluation

The Vision Statement and Goals were developed after reviewing:

- Survey responses and the localities' comprehensive plans
- MAP-21 planning factors
- VTrans 2035 guidelines
- LRTP Subcommittee input

Next steps include a 30-day public review, including comments from other HRTPO Advisory Committees. It is anticipated that approval of the final report will occur in November 2013.

Mr. Kevan Danker remarked that HRTPO staff had drafted an excellent vision statement and goals. He suggested an additional goal of minimizing the total cost of operations by reviewing project maintenance at the front end of each project.

Mr. Robert Gey asked for clarification regarding the LRTP goal of ensuring the security of the region's transportation infrastructure and its users. Ms. Stith stated the security goal addresses one of the federal planning factors within MAP-21. Dr. Ravanbakht noted it will be discussed further in the LRTP Subcommittee when performance measures are addressed.

HRTPO Community Outreach Activities FY 2013

Mr. Brian Chenault, HRTPO Community Outreach Planner, reported that one of the HRTPO's priorities is to continually strengthen its Public Involvement Program by enhancing its relationship with the diverse citizenry of Hampton Roads, and engaging them throughout the development of plans, programs, and other HRTPO initiatives. As such, HRTPO staff has created a community outreach program that resulted in a number of activities and initiatives throughout FY 2013.

He outlined various activities including:

- Community conversations
- Presentations to Community Groups
- Outreach to interested/affected parties on HRTPO special/technical reports
- Participation in various local events

Mr. Chenault indicated that in FY 2014, HRTPO staff will:

- Continue with its events, meetings/presentations, and special report outreach
- Provide a greater social media presence
- Provide community webpages
- Refine current resources

Mr. Danker inquired as to whether any measures are in place to ensure that HRTPO staff is covering the entire region with its outreach efforts. Ms. Kendall Miller, HRTPO Public Involvement and Title VI Administrator, stated staff is committed to encompassing the entire area with its outreach activities. She outlined several activities that had occurred on the Northern Peninsula. Further, she invited members to submit groups they recommend be contact by HRTPO staff.

I-64 Peninsula Widening Project Briefing

Mr. Eric Stringfield of VDOT reported that two briefings had been provided to the HRTPO Board on improving the capacity of I-64 on the Peninsula from Jefferson Avenue (Exit 255) to Fort Eustis Boulevard (Exit 250) (Segment 1) and from Fort Eustis Boulevard to Route 199 (Exit 242) (Segment 2). In recent months, the HRTPO and VDOT have discussed possible interim capacity improvements for this section of I-64, and in July 2013, the HRTPO FY 2012-2015 Transportation Improvement Program (TIP) was amended at VDOT's request to add a \$100 million project for capacity improvements on I-64 from Jefferson Avenue (Exit 255) to Route 199 (Exit 242).

Mr. Stringfield stated the HRTPO has identified its preferred alternative, as has the Commonwealth Transportation Board (CTB), and VDOT has tried to align the two as much as possible. He indicated that VDOT is in the pre-pre-scoping phase with the Environmental Impact Statement (EIS) on schedule with final action anticipated for November 2013 and a Record of Decision (ROD) sometime in 2014.

Currently, VDOT is conducting a risk assessment. He also noted that due to stormwater regulations, it will be necessary to construct seven stormwater basins per mile which may result in right-of-way issues.

Mr. Stringfield indicated the next internal project workshop will be September 26, 2013 and noted that Mr. Bruce Duval is the project manager. Formal scoping should take place by January 2014 with a project schedule in place.

Chair King stated the public has asked for clarification as to whether the Fort Eustis Boulevard interchange will be included in the first phase of the project and requested Mr. James Utterback brief the HRTPO Board. Mr. Stringfield replied that VDOT is still assessing the entire project and indicated he would inform Mr. Utterback of TTAC's request.

Mr. Slaughter stated it may be more beneficial to construct the 8-lane, rather than the 6-lane option due to the many complexities associated with the project. Mr. Dwight Farmer replied the 8-lane option is currently beyond VDOT's capability because of its high cost and indicated the HRTPO Board has approved the 6-lane option. He noted it is important to update the Long-Range Transportation Plan (LRTP) to include this project.

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.

Dr. Ravanbakht reminded the TTAC members to submit requests for HRTPO Board endorsement of project proposals for the Transportation Alternatives Program (TAP) via letter to the Executive Director, including project description and cost, by September 18, 2013.

Announcements

Chair King acknowledged the written announcements in the agenda packet.

Ms. Julie Timm reported HRT will be holding a series of public meetings regarding the Naval Station Norfolk Transit Extension Study on

- September 10th at the Holiday Inn Greenwich
- September 11th at Norview High School
- September 12th at Old Dominion University

HRT will also be holding public meeting regarding the Virginia Beach Transit Extension Study from 6:00 p.m. – 8:00 p.m. on:

- September 23rd at the Westin at Town Center
- September 25th at the Doubletree Convention Center Area
- September 26th at the Holiday Inn Greenwich

Dr. Ravanbakht introduced Mr. Garrey Curry of Gloucester as the newest TTAC voting member.

Old/New Business

There was no old/new business.

Adjournment

With no further business to come before the Hampton Roads Transportation Technical Advisory Committee, the meeting adjourned at 11:03 a.m.