

AGENDA ITEM #6: MINUTES

SUBJECT:

Minutes of the previous TTAC meeting.

BACKGROUND:

Minutes of the TTAC meeting held on November 6, 2013.

Attachment 6

RECOMMENDED ACTION:

Approve the minutes.

Summary Minutes of the HRTPO Transportation Technical Advisory Committee (TTAC) Meeting November 6, 2013

The HRTPO Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:31 a.m. in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

TTAC Voting Members in Attendance:

Michael King (Chair, NN)	Robert Brown (NO)	Mark Shea (VB)
Robert Gey (Vice Chair, VB)	Jeff Raliski (NO)	Reed Nester (WM)
Steve Froncillo (Alternate, CH)	Susan Wilson (PO)	Tim Cross (YK)
Garrey Curry (GL)	James Wright (PO)	Michael Todd (Alternate, DRPT)
Keith Cannady (HA)	Kevin Wyne (PQ)	Keisha Branch (HRT)
John Yorks (HA)	Sherry Earley (SU)	Stephen Rowan (VDOT)
Paul Holt (JC)	Robert Lewis (SU)	Eric Stringfield (VDOT)
Jamie Oliver (IW)	Scott Mills (SU)	Kevin Abt (VPA)
Jackie Kassel (NN)	Phil Pullen (VB)	Kevan Danker (WATA)
Tom Slaughter (NN)		

TTAC Voting Members Absent:

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

TTAC Nonvoting Members in Attendance:

Ivan Rucker (FHWA)

TTAC Nonvoting Members Absent:

Tony Cho (FTA) Clifford Burnette (VDOA)

HRTPO Staff:

Sam Belfield	Mike Kimbrel	Joe Paulus
Brian Chenault	Kendall Miller	Camelia Ravanbakht
Arkopal Goswami	Jessica Nappi	Dale Stith
Kathlene Grauberger	Keith Nichols	Chris Wichman
Theresa Jones		

Others Recorded Attending:

Robert Brown (Citizen); Steve Lambert (CH); Bob Matthias (VB); Karen McPherson (Kimley-Horn); David Forster (Virginian-Pilot); Steve Hetrick (Albeck Gerken, Inc.); Rich Clifton (American Infrastructure); Dan Bell (FHR); Ron Hodges, Christine Reid, Julie Timm (HRT); Angela Biney, Shelley Bogue, Mitzi Crystal, Carl Jackson, Darryll Lewis, Bryant Porter, Angela Rico, Christopher Voigt, Keisha Wilkins (VDOT); Rick Case, Mike Long, Chris Vaigneur (HRPDC Staff)

Introductions

Mr. Steve Froncillo introduced Mr. Steve Lambert who will be a TTAC Voting member representing the City of Chesapeake.

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, introduced Mr. Arkopal Goswami, Principal Transportation Engineer for the HRTPO.

Public Comment Period

One person requested to address the TTAC. Chair King asked him to limit his comments to three minutes.

Robert Brown

At the last HRTPO meeting I proposed a combination Flood Control and Hampton Roads Crossing similar to a very successful project in St. Petersburg, Russia. This Plan is overwhelmingly more beneficial to all of the HRTPO members than any other transportation project presently under consideration. There are three undeniable facts involved in the absolute requirement for this project. Fact #1 – Patriots Crossing that is primarily a truck route does not cross Hampton Roads Harbor. It crosses the Norfolk Channel Reach of the Elizabeth River. This east to west bridge interchange will create gridlock on the North to South Monitor Merrimac Bridge system. The north end of the Monitor Merrimac terminates in an area that will be extremely difficult to expand. It will also create another hazard to navigation. Fact #2 – the proposed Container Tramway Tunnel can move containers from NIT to Craney Island without any trucks being involved in this process. With the linked rail movement of these containers it will be possible to move five times more containers across the Elizabeth River than NIT unloads. This will eliminate all of the structural damage to the streets and bridges by the movement of these containers on trucks in and out of NIT. As previously described due to minimal ventilation, lighting, and overall footprint of this tunnel it will be many times more cost effective than a conventional truck traffic tunnel. Craney Island has a very large land mass for building a truck marshaling yard facility. These trucks will have direct access west on Route 58, Route 460, Route 17, and I-664. This will expedite the shipment of these containers. Financing could be shared with the Virginia Port Authority. Fact #3 – Most important of all – the combination Flood Control and Multilane High Durability Roadway Crossing of Hampton Roads Harbor from 4th View Street in Norfolk to East Mercury Boulevard in Hampton will eliminate the high probability of a devastating flood even in Hampton Roads Harbor. This crossing will eliminate backup at the Hampton Roads Bridge Tunnel. The presently planned dredging of the shipping channel to 55 feet raises the possibility of this material being used in the causeway. Combining three projects in one; Flood Control, Highway, and Deepening of the Channel will substantially reduce the cost of each project. This project should qualify for Disaster Control Funds, Military Prepared Nest Funds, State and Federal Highway Funds and so on. If all of the government agencies involved are serious about sea level rise and storm flooding – here is a perfect place to demonstrate it. If any government agency delays this project they should become liable for future flood damages. This project is many times more valuable than any other transportation plan now under consideration. The citizens of Hampton Roads can't afford to play Russian roulette with the yearly hurricane seasons any longer. All facts considered this project should start no later than 2015.

Submitted Public Comments

There was one submitted public comment in the agenda packet.

Approval of Agenda

Chair Michael King asked for additions or deletions to the TTAC Agenda. Mr. Paul Holt requested to defer Agenda Item #10, *FY 2012-2015 TIP Revision: CMAQ Fund Transfer Request – James City County*, until the next TTAC meeting. Mr. Tom Slaughter Moved to approve the agenda with the one amendment; seconded by Ms. Jackie Kassel. The Motion Carried.

Summary Minutes

Chair King indicated the Summary Minutes of October 2, 2013 were included in the November TTAC Agenda. He asked for corrections or amendments to the minutes. Hearing none, Mr. Rob Brown Moved to approve the minutes as written; seconded by Mr. Kevan Danker. 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 three maintenance project groups as described below:

- Maintenance: Traffic and Safety Operations (Statewide)
 - Eligible activities in this project group include signs, traffic signals, pavement markings and markers, guardrail, replacement/preventive maintenance of roadway lighting, maintenance/replacement/upgrade of traffic calming devices, etc.
- Maintenance: Preventive Maintenance and System Preservation (Statewide)
 - Eligible activities in this project group include area wide programs for cleaning of drainage facilities, corrosion protection activities, highway sign cleaning; corrective, restorative, resurfacing, or rehabilitative/reconstruction of highway pavement which extends the service life of the pavement; retrofitting of dowel bars; shoulder pulling and wedging for pavement edge drop-off mitigation.
- Maintenance: Preventive Maintenance for Bridges (Statewide)
 - Eligible activities in this project group include seal/replace/reconstruction of joints, deck overlays, painting, cathodic protection, debris removal, retrofit of fracture critical members and fatigue prone details, and some concrete repairs.

The TIP amendment has been made available for public review and comment. The public review period began on October 30, 2013 and runs through November 13, 2013.

Dr. Ravanbakht asked for confirmation that these were statewide obligations. Mr. Rowan replied affirmatively.

Dr. Ravanbakht inquired as to the dollar amount for the Hampton Roads region. Mr. Rowan replied the obligations will be divided by district in the next full update on the TIP, scheduled to occur in 2014.

Mr. Phil Pullen asked whether the funds were contained in the current State Transportation Improvement Program (STIP). Mr. Rowan replied affirmatively.

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

FY 2012-2015 TIP Amendment: VDOT

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

- UPC 100540 – Offset Left Turn Lanes at Two Locations in Virginia Beach. The purpose of this project is to install left turn lanes at the following two locations: Dam Neck Road and Harpers Road, and Shore Drive and Helicopter Road/Lake Shore Road.
 - Add project to TIP
 - Total Cost Estimate: \$1,338,828

According to VDOT PIM, the scope of the improvements consist of making geometric improvements to the existing left turn lanes, installing new signal poles, and modifying the signal heads on the existing signal poles. The geometric improvements are to the two existing left turn lanes (one in each direction) and they will be relocated approximately 7-10 feet to the left by cutting into the median. This work will increase safety by allowing for increased sight distance.

The TIP amendment has been made available for public review and comment. The public review period began on October 30, 2013 and runs through November 13, 2013.

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

FY 2012-2015 TIP Amendment: VDOT

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

- UPC 102524 – Norfolk Citywide Intersection Safety Improvements – Group 1.
 - Add project to TIP
 - Total Cost Estimate: \$2,124,914

The TIP amendment has been made available for public review and comment. The public review period began on October 30, 2013 and runs through November 13, 2013.

Mr. Rob Brown stated there were a total of 15 intersections and rather than have one massive project, it was decided to divide them into three separate projects. The third set of projects will be handled as a TIP request in the near future.

Mr. Stringfield Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Brown. The Motion Carried.

FY 2012-2015 TIP Amendment: VDOT

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

- UPC 102526 – Norfolk Citywide Intersection Safety Improvements – Group 2.
 - Add project to TIP
 - Total Cost Estimate: \$2,248,899

The TIP amendment has been made available for public review and comment. The public review period began on October 30, 2013 and runs through November 13, 2013.

Mr. Stringfield Moved to recommend HRTPO Board approval of the TIP amendment; seconded by Mr. Brown. The Motion Carried.

Transportation Programming Subcommittee

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported that the most recent meeting of the Transportation Programming Subcommittee (TPS) was held on October 18, 2013 and that the TPS discussed the following items:

1. Out of Cycle CMAQ/RSTP requests from Virginia Beach, VDOT, and the Hampton Roads Transportation Operations (HRTO) Subcommittee.

2. Development of a policy for the handling of CMAQ/RSTP allocations remaining on completed or canceled projects.
3. Allocation of available CMAQ/RSTP funds through FY 2020.

Regarding Item 1, the TPS requested that HRTPO staff evaluate each of the out of cycle requests and provide the results of the evaluation for consideration by the TPS in making its decision on whether to recommend each request for consideration by the TTAC. In addition, the Subcommittee requested that HRTPO staff review the current out of cycle policy and provide recommendations to clarify the policy at a future TPS meeting.

Regarding Item 2, HRTPO staff initiated discussion on the need to document a policy for the handling of CMAQ and RSTP allocations remaining on projects that have been completed or canceled. HRTPO staff suggested that, since allocations are made to projects (not to localities or agencies), any allocations remaining on a completed or canceled project should be returned to the reserve account and made available to other localities or agencies. VDOT staff suggested that surplus funds be returned to the reserve account if they cannot be re-allocated/expended within a certain time frame. Some members stated they preferred to continue with the way the TTAC has handled this issue in the past – that the locality/agency whose project has a surplus has first right of refusal on the surplus funds. The TPS requested that HRTPO staff draft proposed language for the policy to be discussed during a future TPS meeting.

Regarding Item 3, HRTPO staff briefed the TPS on the strategy used by staff to produce recommended allocations of CMAQ and RSTP funds through FY 2020. Due to possible effects of the approval of out of cycle requests discussed under Item 1, the TPS decided to defer recommending CMAQ/RSTP allocations through FY 2020 until the next TPS meeting.

During the discussion on Item 3, Virginia Beach staff stated that one of their projects on the RSTP table, UPC 14603 – Lynnhaven Parkway Reconstruction, Phase XI, had a cost overrun and requested the allocation of \$1.2 million in FY 2018 RSTP reserve funds to cover the cost overrun. The TPS recommended approval of this request.

Mr. Kimbrel stated a special TPS meeting has been scheduled for Friday, November 22, 2013 in the Regional Board Room to revisit Items 1 through 3 above.

Mr. Kimbrel commented that one item not discussed at the TPS meeting was the creation of a set of regional priority projects as input for the development of the Six-Year Improvement Program (SYIP). The projects, along with HRTPO staff comment regarding the SYIP, are due to VDOT by November 6, 2013.

Mr. Kimbrel outlined the draft project list and stated staff utilized the following CTB criteria when determining the priority projects:

- Increase funding for Preliminary Engineering
- Fund deficits on underway project phases and/or accelerate existing projects using additional funds
- Fund deficient bridges

Staff also drafted priority public transportation projects for the Virginia Department of Rail and Public Transportation (DRPT) portion of the SYIP.

Mr. Jeff Raliski recommended adding the Norfolk Naval Base Station Transit Extension Study to the SYIP draft priority list as it is in need of funding for the NEPA process.

Mr. Kevan Danker asked for clarification regarding the allocations required after FY 2019 for the WATA's Administrative Operations Center on the SYIP draft project list. Mr. Kimbrel indicated HRTPO staff would double check the data and inform Mr. Danker after the meeting.

Mr. Robert Lewis inquired as to the process utilized to determine the draft list of deficient bridges for the SYIP. Mr. Kimbrel replied the data was compiled from the HRTPO *Hampton Roads Regional Bridge Study Report* published in November 2012. Mr. Lewis stated Suffolk's Kings Highway Bridge should also be included on the list.

Mr. Ivan Rucker asked for clarification pertaining to the amount of partially funded Preliminary Engineering (PE) monies for several of the projects. Mr. Kimbrel replied that those projects have some PE funds allocated to them but not enough to complete the necessary PE work.

Mr. Rucker inquired as to whether the different components of the Third Crossing had independent utility. Dr. Camelia Ravanbakht replied the Third Crossing (I-664 widening, including the widening of Bowers Hill, and Patriots Crossing which includes Craney Island), was approved by the HRTPO Board in October 2013 as one project.

Chair King suggested HRTPO staff transmit the revised SYIP draft project list to the TTAC members once all concerns addressed at the meeting were resolved. Mr. Kimbrel requested that comments and concerns be submitted to HRTPO staff by Noon on Friday, November 8, 2013.

Mr. Lewis Moved to recommend HRTPO Board approval of the SYIP FY 2015-2020 Draft Project List as amended; seconded by Mr. Paul Holt. The Motion Carried.

Mr. Rowan Moved to recommend HRTPO Board approval of the allocation of \$1.2 million in FY 2018 RSTP reserve funds to UPC #14603 to cover a cost overrun; seconded by Mr. Gey. The Motion Carried.

2040 LRTP – Vision Statement and Goals: Final

Ms. Dale Stith, HRTPO Senior Transportation Planner, reported the visioning process is an important step in developing the Long-Range Transportation Plan (LRTP) as it provides an opportunity to gain input from locality and other stakeholder technical staffs, as well as the general public, regarding the future transportation system for Hampton Roads. The Vision and Goals for the 2040 LRTP were generated by reviewing survey responses submitted by the public, comprehensive plans from localities, MAP-21 planning factors, and *VTrans 2035* guidelines. The LRTP Subcommittee also reviewed the draft Vision and Goals and provided valuable feedback.

The TTAC was briefed on the draft 2040 LRTP Vision Statement and Goals on September 4, 2013, and the draft was made available for public review and comment through September 27, 2013. No public comments were received. Technical staff comments were received and these were presented and discussed with the LRTP Subcommittee during its meeting of October 2, 2013. The LRTP Subcommittee concluded that some of the comments were already addressed in the original 2040 LRTP Vision Statement and Goals or that certain comments were too specific/narrow to be an LRTP goal and could instead be addressed as part of the development/documentation of the LRTP planning process.

Ms. Stith outlined the thirteen 2040 LRTP goals and recited the Vision Statement as follows:

“With an engaged public, the 2040 Long-Range Transportation Plan sets forth a vision to develop a well-balanced transportation system that promotes good quality of life while enhancing the unique character of Hampton Roads.”

The LRTP Subcommittee recommended approval of the 2040 LRTP Vision Statement and Goals as presented to TTAC on September 27, 2013.

Mr. Mark Shea Moved to recommend HRTPO Board approval of the 2040 LRTP Vision Statement and Goals; seconded by Mr. Stringfield. The Motion Carried.

FY 2012-2015 TIP: Quarterly Snapshot

Mr. Chris Wichman, HRTPO Transportation Planner reported there were seven TIP projects that had significant expenditures (over \$1 million) from July – September 2013. Of particular note was over \$38 million and \$15 million expended this quarter on the Route 460 PPTA Construction and the Midtown Tunnel Debt Service, respectively.

Projects with first expenditures in preliminary engineering over the past quarter include I-64 Capacity Improvements from Newport News to Williamsburg and the I-64 Southside (including High Rise Bridge) Environmental Study. Mr. Wichman indicated there were six local projects that utilized first expenditures in construction during the past quarter.

Mr. Wichman presented a pie chart showing that during the past three months; approximately \$18.5 million was spent on Preliminary Engineering, \$2.5 million on Right of Way Acquisition, and \$57 million on Construction.

Mr. Wichman stated 29 CMAQ/RSTP projects were flagged for having no expenditures during the last two quarters which included:

- 12 completed/cancelled projects awaiting financial close
- 11 active projects with delayed or unknown statuses
- 6 newly active projects awaiting first expenditure

Next steps include:

- HRTPO staff will coordinate with VDOT and affected localities and agencies to determine reasons for the apparent lack of progress on the CMAQ/RSTP projects.
- HRTPO staff will report HRT and WATA transit project expenditure data in the next TIP Quarterly Snapshot.

Mr. Stringfield requested HRTPO staff contact VDOT regarding any stalled projects before including them in the TIP Quarterly Snapshot. Mr. Kimbrel replied affirmatively.

Procedures for Closures at River Crossings: Draft

Mr. Keith Nichols, HRTPO Senior Transportation Engineer, reported that due to the traffic disruptions resulting from the simultaneous closings of the Hampton Roads Bridge-Tunnel (HRBT) and James River Bridge (JRB) in September 2012, HRTPO staff proposed to lead the operators of key river crossings in Hampton Roads, via the Hampton Roads Transportation Operations (HRTO) subcommittee of TTAC, in the preparation of a regional procedures document for planned closures at these crossings.

Currently, there are 15 major river crossings in Hampton Roads operated by the following five different operators:

- VDOT
- City of Suffolk
- Elizabeth River Crossings (ERC)
- South Norfolk Jordan Bridge (SNJB)
- City of Chesapeake

Mr. Nichols indicated the purpose of the report was to enable operators to periodically close river crossings without causing major disruptions. Essential to the procedure is communication between the subject operator and other operators, localities, and the public, mainly via Outlook calendar postings.

Subject closings must meet all of the following criteria:

- Full closures of at least one direction
- Planned in advance
- Expected to last 15+ minutes during the day and 30+ minutes at night

Methodology for estimating the impact of a crossing closure was published by HRTPO staff in August 2013 and contained average traffic volumes, diversion percentages, and crossing capacities.

Mr. Nichols stated next steps include TTAC review of the draft report and asked for submitted comments by November 20, 2013 to Dr. Robert Case. TTAC and HRTPO Board approval of the final report is expected to occur in January 2014.

Ms. Julie Timm suggested HRTPO staff include any transit routes over the river crossings. Mr. Nichols replied that staff could possibly provide which transit routes use these crossings.

Mr. Keith Cannady expressed his appreciation to staff for their efforts in creating the tool and asked whether it could be utilized for local roadways. Mr. Nichols replied that there are so many different local roadway segments and an infinite number of model runs that it would be difficult to produce useable data.

Dr Ravanbakht stated that Dr. Case and Mr. Nichols were selected to present their report to the Transportation Research Board (TRB) when it convenes its conference in January 2014.

Hampton Roads District Regional Bicycle/Pedestrian Projects: VDOT

Mr. Carl Jackson, VDOT Transportation Planning Specialist, reported that Senate Joint Resolution 311, introduced by Senator Thomas Norment in 1997, requested the VDOT Commissioner appoint a bicycle/pedestrian coordinator for each highway construction district. Hampton Roads was among the first districts to respond and the Hampton Roads Pedestrian and Bicycle Advisory Committee (PABAC) was created in 1999.

He summarized VDOT's programmed bike and pedestrian projects as follows:

- 145 total projects programmed in the District
- 71 active projects (PE/Construction underway)
- 52 completed projects
- Remaining projects are unscheduled and not included in the SYIP

Mr. Jackson indicated that 188 miles of projects are planned and/or programmed in the district and outlined several of these projects.

Future initiatives by PABAC include:

- Performance measures
- Regional bicycle and pedestrian map
- Active Transportation Plan
- Provide technical assistance to HRTPO Staff

Mr. Kevan Danker inquired as to whether PABAC would integrate with Google maps. Mr. Jackson replied it was an excellent suggestion and stated he would research the possibility.

Mr. Reed Nester commented that with the emerging bikeway network, maintenance will need to be improved. Mr. Jackson agreed and stated VDOT maintains bike paths on state-maintained roads and could work with the localities with their bike lanes.

Implementing a Bicycle/Pedestrian Plan in Portsmouth: Portsmouth

Ms. Susan Wilson, Portsmouth Manager of Transportation and Maritime Planning, reported that since the adoption of its *City of Portsmouth Master Transportation Plan*, the City has implemented the Plan's bicycle and pedestrian components to better meet the needs of its residents.

The City set forth the following guidelines in establishing its bicycle and pedestrian plan:

- Establishing a Roadway's Purpose
- Identifying Activity Centers
- Creating a Sense of Place

Ms. Wilson stated the City of Portsmouth utilized creative funding sources to maximize their project potential, including:

- Congestion Mitigation and Air Quality Improvement Program
- Highway Safety Improvement Program
- Community Development Block Grant
- Planning Department Budget
- Virginia Foundation for Healthy Youth

The Plan addresses sidewalks, crosswalks, Americans with Disabilities Act (ADA) ramps, pedestrian signals, striped bike lanes, shared use lanes, and bike rack/bike parking.

Hampton Roads Transportation Fund Candidate Projects

Dr. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that since May 2013, HRTPO staff has continually briefed the HRTPO Board regarding the HB2313 legislation which dedicates two revenue streams to the Hampton Roads Transportation Fund (HRTF) and prescribes the HRTPO as having full purview and discretion on how and when to spend these dollars.

During the September 19, 2013 meeting, the HRTPO Board approved a resolution confirming the intent of the Board to use HRTF revenues in the most effective manner possible to fund transportation projects that are significant to the region as a whole and provide the greatest impact on reducing congestion.

In addition, the Board directed HRTPO staff to develop a list of HRTF candidate projects for consideration during the October Board meeting. HRTPO staff used the following methodology to produce the HRTF Candidate Projects list:

1. Initial project list was based on:
 - a. The following categories from the 2034 Long-Range Transportation Plan (LRTP):
 - i. Regionally Funded Construction Projects
 - ii. Ongoing Studies
 - iii. Unfunded Projects for Future Consideration
 - b. HRTPO Board Resolutions on transportation projects
2. Project list was screened to ensure project eligibility per HB2313
3. Project list was screened to ensure consistency with HRTPO Board Resolutions
4. Minimum project cost threshold = \$100 million

Dr. Ravanbakht explained that the TTAC Agenda contained the **HRTF Candidate Projects** document which summarized staff's work to produce the list of projects and funding options. During its October 17, 2013 meeting, the HRTPO Board, by way of resolution, formally supported the HRTF candidate projects in order to facilitate coordination and discussions with the VDOT and FHWA to refine cost estimates and evaluate financing options and methods of project delivery.

Mr. Dwight Farmer, HRTPO Executive Director, stated the HRTPO Board directed staff to compile the HRTF candidate project list with the CTB Members strongly urging that mega projects be considered. After executing a range of modeling scenarios of tolls versus no tolls, staff presented its findings to the Board.

Mr. Slaughter inquired as to the process to determine which project would be constructed first. Mr. Farmer replied he believed all of the projects should initially be of equal footing with the first project naturally emerging.

Mr. Slaughter asked for the procedure for adding projects to the candidate list. Dr. Ravanbakht replied that staff will rely on the LRTP process.

Ms. Wilson asked whether the candidate project list had any impact on the Downtown Tunnel/Midtown Tunnel/Martin Luther King Highway (DT/MT/MLK) Extension project tolls. Mr. Farmer replied it would not impact the DT/MT/MLK tolls and any further decision on those tolls would involve the State.

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 stated the TRAFFIX meeting would convene in Room D immediately after TTAC.

Announcements

Chair King acknowledged the written announcements in the agenda packet.

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 11:50 a.m.