

**AGENDA ITEM #5: MINUTES**

**SUBJECT:**

Minutes of the previous TTAC meeting.

**BACKGROUND:**

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

Attachment 5

**RECOMMENDED ACTION:**

Approve the minutes.

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

The HRTPO Transportation Technical Advisory Committee (TTAC) Meeting was called to order at 9:30 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)	Tammy Rosario (JC)	Phil Pullen (VB)
Robert Gey (Vice Chair, VB)	Jackie Kassel (NN)	Mark Schnauffer (VB)
Steve Froncillo (Alternate, CH)	Tom Slaughter (NN)	Reed Nester (WM)
Mark Shea (CH)	Robert Brown (NO)	Tim Cross (YK)
Earl Sorey (CH)	Jeff Raliski (NO)	Emily Stock (DRPT)
Lynn Allsbrook (HA)	James Wright (PO)	Keisha Branch (HRT)
John Yorks (HA)	Kevin Wyne (PQ)	Stephen Rowan (VDOT)
Jamie Oliver (IW)	Sherry Earley (SU)	Eric Stringfield (VDOT)
Michael Stallings (IW)	Robert Lewis (SU)	Kevin Abt (VPA)
Paul Holt (JC)	Scott Mills (SU)	Kevan Danker (WATA)

**TTAC Voting Members Absent:**

Gary Walton (CH)	Allen J. Murphy, Jr. (JC)	Steve Martin (WM)
Anne Ducey-Ortiz (GL)	Susan Wilson (PO)	J. Mark Carter (YK)
Emily Gibson (GL)	Ellen Roberts (PQ)	Al Maddalena (YK)
Christopher Perez (GL)	Debbie Vest (PQ)	Jim Ponticello (VDOT)
Keith Cannady (HA)	Daniel Clayton (WM)	
Peter Stephenson (IW)		

**TTAC Nonvoting Members In Attendance:**

Wendy Vachet (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	Chris Wichman

**Others Recorded Attending:**

Dale Castellow (NO); Bob Matthias (VB); Rich Clifton (RK&K); Karen McPherson (Kimley-Horn); Frank Azzalina (HRTI); John Herzke (Clark Nexsen); Julie Timm (HRT); Angela Biney, Mike Estes, Tony Gibson, Ray Hunt, Adam Jack, Carl Jackson, Darryll Lewis, Bryant Porter (VDOT); Rick Case, Chris Vaigneur (HRPDC Staff)

## **Introductions**

Mr. Eric Stringfield of VDOT introduced Mike Estes, VDOT's Interim Hampton Roads District Administrator.

Ms. Camelia Ravanbakht, HRTPO Deputy Executive Director, introduced Chris Wichman, HRTPO's newest Transportation Planner.

## **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. Lynn Allsbrook Moved to approve the agenda as written; seconded by Mr. Kevan Danker. The Motion Carried.

## **Summary Minutes**

Chair King indicated the TTAC Summary Minutes of February 6, 2013 were included in the March TTAC Agenda. He asked for corrections or amendments to the minutes. Hearing none, Mr. Tom Slaughter Moved to approve the minutes as written; seconded by Mr. Earl Sorey. The Motion Carried.

## **2034 LRTP AMENDMENT AND FY 2012 – 2015 TIP AMENDMENT: CHESAPEAKE**

Mr. Sorey reported the City of Chesapeake has requested to add one new project to the 2034 Long-Range Transportation Plan (LRTP) and the FY 2012 – 2015 Transportation Improvement Program (TIP), as follows:

- Interstate 64/High Rise Bridge Environmental Impact Study (UPC: To Be Determined) in Chesapeake.
  - Funding amount: \$5 million, to be provided in the second year of the recently adopted State Budget, which begins July 1, 2013.
  - Description: Environmental study for improvement of the I-64 corridor from I-464 to I-664/264, including replacement of the High Rise Bridge.

The proposed LRTP amendment and TIP amendment have been made available for public review and comment. The public review and comment period for this amendment request began on February 27, 2013 and runs through March 13, 2013.

Mr. Steve Rowan commented that VDOT is currently defining the scope of work and developing the Request for Proposal (RFP) in order to be prepared July 1st when the funding becomes available.

Mr. Sorey Moved to add one new project to the 2034 Long-Range Transportation Plan (LRTP) and the FY 2012 – 2015 Transportation Improvement Program (TIP); seconded by Mr. Robert Lewis. The Motion Carried.

### **Historical Analysis of Census Transportation Data: Final Report**

Mr. Rob Case, HRTPO Principal Transportation Engineer, reported the draft Historical Analysis of Census Transportation Data was presented to TTAC at its February 6, 2013 meeting. The draft report was available for public review and comment for two weeks ending February 25, 2013. One TTAC member provided comment.

Mr. Allsbrook Moved to approve the Historical Analysis of Census Transportation Data: Final Report; seconded by Mr. Slaughter. The Motion Carried.

### **Revising Functional Class Designations**

Mr. Rob Case, HRTPO Principal Transportation Engineer, reported that MAP-21, the federal surface transportation legislation, includes the expansion of the National Highway System (NHS), the bulk of which is the inclusion of all Principal Arterials in the NHS. Only those highways which are part of the NHS are eligible for National Highway Performance Program (NHPP) funds.

In September 2012, VDOT submitted Principal Arterial (PA) system changes to the FHWA. HRTPO staff prepared recommended additions to the region's PA system and presented them to TTAC at the October meeting. VDOT then submitted draft changes to all functional class systems to HRTPO staff, who in turn compiled comments from TTAC members in January 2013. At the February 6th TTAC meeting, several Cross-Border proposed functional classification changes were discussed.

HRTPO staff received comments from VDOT on the TTAC recommended functional class designations on both February 20th and 28th. Mr. Case outlined the key points and discussed the proposed changes with the affected locality TTAC members.

Mr. Allsbrook stated the localities are currently drafting FY 14 budgets and asked how the functional class designation changes would affect maintenance payments. Ms. Ravanbakht replied a VDOT programming meeting, scheduled for this week, was postponed due to the passage of the Governor's transportation legislation; however, she indicated she would update TTAC after attending the re-scheduled meeting.

Mr. Stringfield commented VDOT will also update HRTPO staff with this information when it becomes available.

Mr. Sorey Moved to approve the functional class recommendations as revised; seconded by Ms. Jackie Kassel. The Motion Carried.

## **Transportation Alternatives Program: Status Report**

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, reported the new Transportation Alternatives (TA) program created by MAP-21 incorporates several programs that were included in SAFETEA-LU, including many of the activities that were included in the Transportation Enhancements (TE) program under SAFETEA-LU.

In accordance with the procedures recommended by the VDOT Local Assistance Division (LAD) and agreed to by the TTAC during the November 2012 TTAC meeting, LAD sent out the call for applications on December 3, 2012 with an application deadline of February 1, 2013. Only one application was received from HRTPO localities by the deadline. LAD polled Hampton Roads localities and learned there were two localities that had a need and wanted to apply, but had been unable to make the deadline. LAD discussed this situation with HRTPO staff and it was agreed that the application deadline would be extended to April 5, 2013. LAD sent an email notice to Hampton Roads localities and VDOT contacts regarding the extension on February 20, 2013.

Ms. Ravanbakht suggested TTAC members review the MAP-21 guidelines regarding new project eligibility. She noted HRTPO staff will post the guidelines to the HRTPO website after the meeting.

## **FY 2012 Annual Obligation Report**

Mr. Mike Kimbrel, HRTPO Principal Transportation Engineer, briefly described the Annual Obligation Report (AOR).

Mr. Kimbrel noted HRTPO staff received the Virginia Department of Rail and Public Transportation (DRPT) portion of the Annual Obligation Report on November 26, 2012. HRTPO staff reviewed the information submitted by DRPT and found no issues.

Mr. Kimbrel stated HRTPO staff received the Virginia Department of Transportation (VDOT) portion of the Annual Obligation Report on December 17, 2012, completed an initial review of the information submitted, and compiled a list of issues that was forwarded to VDOT for comment/resolution on December 20, 2012. In the interim, HRTPO staff posted the Annual Obligation Report on the HRTPO website on December 21, 2012, using the information provided by DRPT and VDOT.

Mr. Kimbrel stated HRTPO staff has reiterated questions to FHWA regarding FHWA's authorization of obligations on projects that are not included in the TIP and STIP.

Mr. Kimbrel stated staff has completed a detailed review of the Grouped Projects included in the FY 2012 AOR and of the 269 Grouped Projects:

- 29 do not show FY 2012 obligations in the HRTPO TIP
- 56 do not show FY 2012 obligations in the VDOT STIP
- 134 are not included in the HRTPO TIP
- 27 are not included in the VDOT STIP
- 22 projects are CMAQ projects (should not be grouped)
- 8 projects are RSTP projects (should not be grouped)

He reported the current HRTPO TIP contains no grouped projects. He then briefed the TTAC on the status of the ongoing review of 155 ungrouped projects, noting he expected that review to be completed with the next week. He remarked that the results of the review will be forwarded to both VDOT and FHWA, and that the AOR will be updated to include those findings.

### **Interstate 64 Peninsula Study: DEIS**

Ms. Ravanbakht, HRTPO Deputy Executive Director, reported that on October 24, 2012, the Federal Highway Administration (FHWA) approved the Draft Environmental Impact Statement (DEIS) for the I-64 Peninsula Study. The DEIS was made available for public and agency review and comment through January 7, 2013. The TTAC received a presentation on the DEIS during its November 2012 meeting. HRTPO staff submitted comments on the DEIS on December 19, 2012.

The Commonwealth Transportation Board (CTB) received a presentation by VDOT on the DEIS on February 20, 2013. Although the VDOT schedule called for CTB selection of a locally preferred alternative during its March 2013 meeting, the CTB agreed to delay that action to provide the HRTPO Board the opportunity to review the alternatives and provide its recommendation.

The study area is a 75 mile long segment of I-64, from I-95 (Exit 190) in Richmond to I-664 (Exit 264) in Hampton. The alternatives retained for detailed analysis in the DEIS include a No-Build Alternative and five separate highway Build Alternatives, as follows:

- Alternative 1A – adding additional general purpose lanes to the outside of the existing general purpose lanes
- Alternative 1B – adding additional general purpose lanes in the median
- Alternative 2A – adding additional lanes to the outside and tolling all lanes
- Alternative 2B – adding additional lanes to the median and tolling all lanes
- Alternative 3 – adding managed lanes to the median

Ms. Ravanbakht opened the floor for TTAC members to discuss the item in order to recommend a preferred alternative for consideration by the HRTPO Board at its meeting on March 21, 2013.

Mr. Tom Slaughter stated the City of Newport News preferred Alternative 1A in order to maintain the landscaped median. He also stated it was necessary to remain sensitive to the development to the outside of the interstate.

Mr. Paul Holt, III indicated James City County favored Alternative 1A as the existing median landscape is the entrance to the James City County, York County, and City of Williamsburg Triangle. He also noted it was necessary to be thoughtful of the outside landscape as well.

Mr. Reed Nester commented the City of Williamsburg preferred a modified Alternative 1A with some flexibility based on context of the project.

Mr. Tim Cross stated York County preferred Alternative 1A and noted the landscaped median was the gateway to Hampton Roads and should be maintained; however, the boundary requirements of the Naval Weapons Station should be observed.

Ms. Wendy Vachet remarked the U.S. Navy is a participating agency in the I-64 Widening EIS Process and appreciated TTAC's concern regarding boundary limitations at the Yorktown Naval Weapons Station. She indicated the U.S. Navy would prefer a combination of outside and inside widening.

Mr. Kevin Abt indicated a desire to have language in the EIS for phase delivery of the I-64 project; as funding becomes available, a phase of the project could be initiated.

Chair King agreed with Mr. Abt's comments.

Ms. Ravanbakht reported the cost of each alternative ranged from \$4-\$7 billion with no available funding in the near future. HRTPO staff has discussed the immediate congestion issue with VDOT staff who are researching the possibility of converting the shoulders to regular lanes similar to those on I-264 during peak periods. This conversion would be an interim solution to the problem at a significantly lower cost. She noted VDOT staff will brief the HRTPO Citizen Transportation Advisory Committee (CTAC) on this possible solution at its March 13, 2013 meeting.

Mr. Dwight Farmer, HRTPO Executive Director, stated he will convey this possible temporary solution to the HRTPO Board at its March 21, 2013 meeting and noted that any interim solution would not preclude the permanent widening of I-64 in the future. He recently discussed the topic with the Mayors and Chairs on the Peninsula who indicated their support of the shoulder buildout as a temporary resolution.

Chair King believed TTAC would support an interim solution as long as it did not become permanent.

Mr. Phil Pullen stated it was his understanding that Alternative 1A was the most expensive option and asked the Peninsula TTAC members if they supported tolling. Mr. Holt replied he did not support tolling and indicated the costs for all alternatives were currently the same.

Mr. Mark Schnauer inquired as to which was preferred: tolling the project or not moving forward with the project. Chair King replied the decision before TTAC was to decide between the five presented alternatives.

Ms. Ravanbakht commented that at the time the five alternatives were chosen, MAP-21 had not been passed by the General Assembly; however, MAP-21 guidelines state an interstate cannot be tolled unless there are free lanes available. Alternatives 2A and 2B, the tolling alternatives, are currently not feasible under MAP-21.

Mr. Stringfield asked if the I-64 Widening project was included in the Long-Range Transportation Plan (LRTP). Ms. Ravanbakht replied it was included in the LRTP only as a study.

Chair King requested VDOT provide a briefing to the TTAC along the same lines as the upcoming CTAC presentation. Ms. Ravanbakht replied it will be on the April TTAC agenda.

Mr. Danker inquired as to whether phase prioritization would be included in any recommendation. Chair King replied he believed that would be part of the discussion during phase consideration.

Mr. Pullen suggested postponing the vote until the April TTAC meeting in order to receive more detailed cost information from VDOT. Ms. Ravanbakht replied it was necessary to vote today to provide the HRTPO Board with a recommendation for its meeting on March 21st. She stressed that the CTB delayed its vote in order to give the HRTPO an opportunity to voice its stance on a preferred alternative.

Ms. Ravanbakht stated tolling may be a part of Hampton Roads' future given that there is not enough money to build any of the region's mega projects even with the new transportation funding package. She indicated the I-64 Widening project may eventually become a Private-Public Transportation Act (PPTA) project.

Mr. Holt Moved to approve, for the purpose of the EIS, the recommendation of Alternative 1A to the HRTPO Board with the caveat that the Context Sensitive Design be taken into account and the project be divided into phases for increased chances of funding; seconded by Mr. Slaughter. The Motion Carried, with Mr. Schnauffer and Mr. Pullen of Virginia Beach, Mr. Stringfield of VDOT, and Ms. Emily Stock of DRPT abstaining.

### **Hampton Roads Crossings: HRBT & Patriots Crossing**

Ms. Camelia Ravanbakht, HRTPO Deputy Executive Director, reported that congestion at the current crossings of Hampton Roads, the Hampton Roads Bridge-Tunnel (HRBT) on I-64 and the Monitor-Merrimac Memorial Bridge-Tunnel (MMMBT) on I-664, has long been identified as a problem that is expected to worsen in future years. Two primary corridors have been studied with the goal of addressing the congestion of the current Hampton Roads crossings:

1. Widening I-64, from I-664 in Hampton to I-564 in Norfolk, including adding a new bridge-tunnel facility adjacent to the current HRBT
2. Patriots Crossing (Component of the Hampton Roads Crossing Study)

The 2034 Long-Range Transportation Plan (LRTP) and the FY 2012 – 2015 Transportation Improvement Program (TIP) include studies for both the HRBT and Patriots Crossing.

The Patriots Crossing Study is a re-evaluation by VDOT of the Hampton Roads Crossing Study, which is segments 1 and 3 of the original Third Crossing Study, and was approved by FHWA for public availability on November 30, 2011. VDOT has submitted revised environmental documents and is awaiting a final decision by the Federal Highway Administration (FHWA). A decision by FHWA is not anticipated until project funding is identified.

The HRBT EIS Study was approved by FHWA on December 12, 2012.

The Commonwealth Transportation Board (CTB) will be briefed on the HRBT EIS Study this month and will be determining a locally preferred alternative.

Ms. Ravanbakht stated HRTPO staff will request that the HRTPO Board discuss this item at its March meeting, and during its April meeting, recommend moving forward with either the HRBT or the Patriots Crossing.

Ms. Vachet commented the U.S. Navy has interest in both projects; however she expressed concern that VDOT sent the HRBT Draft Environmental Impact Statement to FHWA without first responding to the Navy's comments. She indicated her desire to communicate with VDOT staff regarding the Navy's comments.

Ms. Julie Timm indicated the original Hampton Roads Crossing study included an intermodal provision; whereas, the Patriots Crossing has none.

Mr. Slaughter remarked the HRBT project would undoubtedly have solid citizen support; however, he believed the Patriots Crossing to be more beneficial to Hampton Roads. He also expressed concern that Patriots Crossing would not be a multimodal facility.

Ms. Stock stated DRPT would support a multimodal option for the Patriots Crossing.

Mr. Jeff Raliski commented the HRTPO Board has historically supported the Patriots Crossing and suggested staff's presentation to the Board include historical background to update newer Board members. He asked whether new information had come to light that the Board should consider. Chair King indicated Patriots Crossing does not include a transit option. Mr. Kimbrel noted that Patriots Crossing does not include additional capacity between the Peninsula and the Southside.

Mr. Stringfield stated significant maintenance and rehabilitation work will be required on the aging HRBT regardless of which project is selected.

Mr. Farmer stated it was his understanding that VDOT had originally planned to provide a recommendation to the CTB on which alternative to move forward and he believed the endorsement was for the HRBT Build-8 Alternative. He asked Mr. Stringfield for clarification regarding this matter. Mr. Stringfield replied he was unsure of any VDOT action and stated VDOT staff is responsible for presenting the facts on both projects with CTB making the final decision.

Mr. Mike Estes, VDOT Interim Hampton Roads District Administrator, indicated VDOT Central Office did delay its presentation to the CTB in order for the HRTPO Board to voice its opinion. He noted that VDOT Environmental Division tried to move forward on the HRBT EIS Study and receive a decision on a preferred alignment from the CTB; however, it was not intended to influence the CTB or the HRTPO in a decision regarding the two projects.

Mr. Sorey commented his city was concerned that additional truck traffic would be diverted to I-664 and Route 460 if the Patriots Crossing was constructed without a component to add capacity between the Southside and Peninsula.

Mr. Raliski expressed concern regarding Mr. Estes' comments on moving forward with a preferred alignment for the HRBT EIS. Mr. Estes replied he would obtain more information for TTAC. Mr. Farmer asked whether Mr. Estes could be ready with that information for the March HRTPO Board Meeting. Mr. Estes stated he would do his best.

Mr. Case stated FHWA will not issue a Record of Decision (ROD) unless the project is in the LRTP. He noted the HRTPO Board will decide which project to add to the LRTP; therefore, the two projects will no longer be equal in status.

Mr. Raliski remarked it is important to recognize the history behind the current discussion, which is in essence, a continuation of discussions that have taken place over the past 15 years. He stated the HRBT EIS Study evolved from a separate political process and was not requested by this region.

Chair King requested the March HRTPO Board presentation, prepared by HRTPO staff, include a comprehensive history of both the HRBT and Patriots Crossing and any Board decisions over the years in order to inform the Board members before they engage in this important discussion.

### **Community Profiles for HRTPO Website**

Ms. Kendall Miller, Public Involvement and Title VI Administrator, reported the HRTPO, as part of its effort to strengthen its Public Involvement Program and to enhance its relationship with the diverse citizens that comprise Hampton Roads, is developing a series of profiles highlighting communities within the region.

The profiles will contain not only data based on the U.S. Census, but will also emphasize community traditions.

The profiles will be featured in the Public Involvement section of the HRTPO website.

Ms. Miller requested TTAC input and guidance by March 21, 2013 in order to ensure that all localities have the opportunity to participate in the profiles.

### **Planning for Active Traffic Management in Virginia: VDOT**

Chair King stated that due to inclement weather in Virginia, Dr. Michael Fontaine of the Virginia Center for Transportation Innovation & Research was unable to attend.

### **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 section of the agenda packet.

Mr. Case directed TTAC's attention to the Locality-to-Locality Commuting Flows for HRTPO Localities, 2006-2010 handout. The U.S. Census released this locality data on March 7th and HRTPO staff drafted the attached table to assist in the interpretation of data.

### **Announcements**

Chair King acknowledged the written announcements in the agenda packet.

Mr. Stringfield informed TTAC that functional class rates change every year and with this year's proposed changes, he emphasized that VDOT staff will work to minimize the impacts to the localities.

### **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 11:15 a.m.