

**PLEASE RSVP BY COB July 11, 2011**

July 7, 2011

**Memorandum #2011-108**

**TO: Hampton Roads Citizen Transportation Advisory Committee (CTAC)**

**BY: Chair William W. Harrison, Jr.**

**RE: CTAC Meeting, July 14, 2011**

Attached is the agenda and related materials for the next meeting of the **Hampton Roads Citizen Transportation Advisory Committee (CTAC)** scheduled for **Thursday, July 14, 2011 from 5:00 p.m. – 7:00 p.m.** in the **Regional Building Boardroom, 723 Woodlake Drive, Chesapeake, VA.**

**Please reply with your RSVP no later than COB, July 11, 2011.**

/kg

**Citizen Transportation Advisory Committee:**

William W. Harrison, Jr., Chair, VB	Henry Lewis, YK
Shepelle Watkins-White, Vice Chair, CH	Randy Lougee, NO
Richard Bowie, VB	John Malbon, VB
Ricky Clifton, NN	Howard Manly, NN
Wanda Cooper, VB	Delceno Miles, VB
Roberta Edwards, CH	Philip Olekszyk, GL
Sharyn Fox, NN	James Openshaw, NO
Richard Green, SU	Prescott Sherrod, VB
Yukari Hughes, NN	Ray Taylor, VB
Dewey Hurley, WM	Kirsten Tynch, PO
Michael Jones, IW	Kristen Wells, PO
Randy Lassiter, NO	Archie Whitehill, NO

**Cc:** Dwight Farmer (HRTPO)  
Camelia Ravanbakht (HRTPO)  
Mike Kimbrel (HRTPO)  
Kendall Miller (HRTPO)  
Eric Stringfield (VDOT)  
TPO Voting Members  
TPO Voting Alternates  
TPO Nonvoting Members

**AGENDA  
HAMPTON ROADS  
CITIZEN TRANSPORTATION ADVISORY COMMITTEE  
July 14, 2011**

**CALL TO ORDER 5:00 P.M.**

Regional Building Boardroom, 723 Woodlake Drive, Chesapeake, VA

- 1. CALL TO ORDER**
- 2. PUBLIC COMMENT PERIOD** (Limit: 5 minutes per individual)
- 3. SUBMITTED PUBLIC COMMENTS**
- 4. APPROVAL OF AGENDA**
5. Minutes of May 12, 2011
6. Missed Opportunities – Transit and Jobs in Metropolitan America
7. Virginia Department of Rail and Public Transportation: Video of Rail Update
8. HRTPO/CTAC Community Discussions
9. CTAC FY12 Meeting Locations
10. For Your Information
11. Old/New Business
12. Adjournment

**AGENDA ITEM #1: CALL TO ORDER**

The meeting will be called to order by the Chair at approximately 5:00 p.m.

**AGENDA ITEM #2: PUBLIC COMMENT PERIOD**

Members of the public are invited to address the CTAC. Each speaker is limited to five minutes.

**AGENDA ITEM #3: SUBMITTED PUBLIC COMMENTS**

There are no written public comments.

**AGENDA ITEM #4: APPROVAL OF AGENDA**

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires an action from the CTAC should be submitted at this time, as opposed to under "Old/New Business".

**AGENDA ITEM #5: MINUTES OF May 12, 2011**

**SUBJECT:**

Minutes of the May 12, 2011 CTAC meeting.

**BACKGROUND:**

Minutes of the Citizen Transportation Advisory Committee meeting held on May 12, 2011.

Attachment 5

**RECOMMENDED ACTION:**

Approve the minutes.

**Summary Minutes of the  
Hampton Roads Citizen Transportation  
Advisory Committee (CTAC) Meeting  
May 12, 2011**

The Hampton Roads Citizen Transportation Advisory Committee (CTAC) Meeting was called to order at 5:05 p.m. in the Hampton Roads Transit Boardroom, HRT Headquarters, 3400 Victoria Boulevard, Hampton, Virginia, with the following in attendance:

**Hampton Roads CTAC Members in Attendance:**

William Harrison, Chairman (VB)	Archie Whitehill (NO)
Shepelle Watkins-White, Vice-Chair (CH)	Kirsten Tynch (PO)
Philip Olekszyk (GL)	Kristen Wells (PO)
Michael Jones (IW)	Tuck Bowie (VB)
Sharyn Fox (NN)	Wanda Cooper (VB)
Yukari Hughes ( NN)	Delceno Miles (VB)
Randy Lassiter (NO)	Ray Taylor (VB)
Randy Lougee (NO)	Dewey Hurley (WM)
James Openshaw (NO)	Henry Lewis (YK)

**Hampton Roads CTAC Members Absent:**

Roberta Edwards (CH)	Richard Green (SU)
Ricky Clifton (NN)	John Malbon (VB)
Howard Manly (NN)	Prescott Sherrod (VB)

**HRTPO Staff:**

Dwight Farmer	Brian Miller
Kathlene Grauberger	Camelia Ravanbakht
Rob Jacobs	Dale Stith

**Public Comment Period**

There was no public comment.

**Submitted Public Comments**

There were no submitted public comments.

**Approval of Agenda**

Chair Harrison asked if there were any items to add to the agenda. Mr. Olekszyk asked to add a new business item regarding the Brookings Institute article in the Daily Press. Mr. Lewis Moved to add the new agenda item; seconded by Ms. Cooper. The Motion Carried.

Mr. Lassiter requested to add two items to Old Business pertaining to the responsibilities of members as it relates to CTAC and the submissions of concerned projects by CTAC members. Hearing no objections, Chair Harrison approved the additions to the Old Business agenda item as his prerogative as Chair.

Mr. Lassiter also requested a new business item pertaining to mileage reimbursement to CTAC members. Mr. Olekszyk Moved to add the new agenda item; seconded by Ms. Cooper. The Motion Carried.

Mr. Taylor requested a new business item concerning high-speed rail and Moved to add the new agenda item; seconded by Mr. Lassiter. The Motion Carried.

Ms. Tynch Moved to approve the agenda as amended; seconded by Ms. Fox. The Motion Carried.

### **Summary Minutes of March 10, 2011 CTAC Meeting**

Chair Harrison asked for any additions or corrections to the minutes. Hearing none, Ms. Miles Moved to approve the minutes as written; seconded by Mr. Lassiter. The Motion Carried.

### **2034 Long-Range Transportation Plan: Next Steps**

Ms. Stith stated the HRTPO has been developing the 2034 Long-Range Transportation Plan (LRTP) for the past three years in order to replace the 2030 LRTP that is set to expire at the end of the calendar year. The 2034 LRTP will serve as the blueprint for the region's transportation development and identifies needed programs and improvements to the transportation network as well as a long-term regional transportation investment strategy.

Ms. Stith summarized the major tasks completed to date, including the intensive outreach efforts associated with the 2034 LRTP. She explained the LRTP was set to enter into the air quality conformity phase which is the process established by the U.S. Department of Transportation and the U.S. Environmental Protection Agency to ensure that transportation investments will contribute to improving air quality. The HRTPO Board will approve the Final List of Projects and Studies for Air Quality Conformity at the June 16, 2011 meeting. The conformity process will be complete in approximately six months and the 2034 LRTP is set for final approval by the HRTPO Board in December 2011.

Public meetings regarding the 2034 LRTP will be held on both the Peninsula and Southside in the next month.

### **HRTPO Transportation Improvement Program (TIP) Overview**

Ms. Ravanbakht stated the TIP is a four-year spending plan for regional transportation projects and before any federally-funded or regionally-significant transportation project can be built, it must be included in the current TIP that has been approved by the HRTPO

Board. The projects for the TIP are populated from the adopted LRTP and the TIP is developed by the HRTPO through a cooperative and coordinated process involving localities, state transportation agencies and local public transit operators. There is extensive public involvement throughout the entire process of the TIP development.

She explained the programming process in Virginia is complicated because there are three different programming documents:

- SYIP – Six-Year Improvement Program, approved by the Commonwealth Transportation Board (CTB), includes project allocations
- TIP – Transportation Improvement Program (TIP), four-year transportation plan, mandated by federal regulations, one of the core functions of the HRTPO, recently overhauled to not only include project obligations, but also allocations and expenditures
- STIP – Statewide Transportation Improvement Program (STIP), four-year transportation plan, mandated by federal regulations, developed by the Virginia Department of Transportation (VDOT)

Ms. Ravanbakht noted that once the TIP is approved by the HRTPO Board, it is forwarded to the Governor for final approval and incorporated into the STIP. The Secretary of Transportation has indicated that the SYIP and the STIP should be merged into one document.

The draft FY 2012-2015 TIP currently consists of 404 projects totaling \$733 million in planned obligations. The TIP contains detailed information including project description, location map, phase schedules, funding allocations, scheduled obligations, and costs and expenditures.

Ms. Ravanbakht stated the Final FY 2012 – 2015 TIP will be presented at the HRTPO Board meeting on June 16, 2011, along with the associated Air Quality Conformity findings, for approval.

Mr. Olekszyk asked how project prioritization was different from the TIP. Ms. Ravanbakht replied the TIP is a document that has been developed and utilized for years; whereas the project prioritization tool was only developed in the past two years. They both share much of the same criteria; however, the LRTP is a twenty-year plan and the TIP is a short-term plan of four years. She explained the top projects in the TIP and the LRTP could be different even after being evaluated by same criteria. She noted that projects in the TIP must originate from an approved LRTP.

Ms. Miles asked if the prioritized list was subject to change at any point in the future. Ms. Ravanbakht replied that once the LRTP is approved, it is in good standing for the next four years; however, it can be amended if necessary.

Ms. Fox inquired if a project is in the LRTP, yet does not receive funding in future years, can it still move forward. Ms. Ravanbakht replied the project would not continue without funds being allocated to it. She noted the CTB is aware of where money is being allocated and if the phase or project is not ready for construction, the money will be re-allocated elsewhere.

### **HRTPO Title VI Plan**

Ms. Ravanbakht stated Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating on the basis of race, color, and national origin. It also protects participants or clients of programs that receive federal funding. Subsequent laws and Presidential Executive Orders added handicap, sex, age, and income status to the criteria for which discrimination is prohibited.

As a sub-recipient of Federal financial assistance, the HRTPO is required to comply with Title VI and subsequent non-discrimination laws, as well as provide an overview of how the HRTPO addresses Executive Order 12898 on Environmental Justice and Executive Order 13166 on Limited English Proficiency (LEP). The purpose of the HRTPO's Title VI 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 HRTPO Title VI Plan was approved by the HRPTO Board in July 2009. Subsequently, the Title VI Plan was submitted to the Federal Highway Administration (FHWA) for review and was approved in November 2010. The Title VI Plan has since been updated to reflect the recent changes in the HRTPO Staff and Board. Additionally, the Title VI Plan has been enhanced with detailed Environmental Justice guidelines and outreach strategies for minority, low-income, and LEP populations to comply with Executive Orders 12898 and 13166.

Mr. Taylor asked what changes were made to the original HRTPO Title VI Plan. Ms. Ravanbakht replied that updates were made to reflect changes in HRTPO Staff and Board members and it was enhanced with outreach strategies.

### **For Your Information**

Chair Harrison stated that several CTAC members had approached their one-year term limits and on March 17, 2011, the HRTPO Board approved an additional three-year term for the following CTAC members:

Sharyn Fox – City of Newport News  
Randy Lassiter – City of Norfolk  
Archie Whitehill – City of Norfolk  
Richard Green – City of Suffolk  
John Malbon – City of Virginia Beach  
Ray Taylor – City of Virginia Beach

He also stated the complete list of CTAC members, including term expirations, was included for their viewing at the table.

## **Old Business**

### **Initial Transportation Issues Submitted by CTAC Members**

Mr. Lassiter inquired as to when HRTPO staff might address the many transportation issues submitted by CTAC members during the application process. Chair Harrison replied that HRTPO staff prepared a matrix of such issues and the results indicated that transportation funding was the topic that a majority of the members wished to address. CTAC was briefed on the topic by a transportation panel of experts and after much discussion the CTAC drafted a resolution that was approved by the HRTPO Board.

Ms. Ravanbakht commented that the other two topics pertaining to transportation issues that CTAC deemed important were congestion and transit, both of which were presented to CTAC by HRTPO staff and Hampton Roads Transit (HRT).

Mr. Lassiter acknowledged that it now seems that many of the issues were addressed to CTAC under one umbrella as opposed to separate discussion.

Chair Harrison stated if a CTAC member would like to have a topic addressed, they should send a request to Mr. Farmer, Ms. Miller, Ms. Watkins-White, or himself, and it will be internally discussed in order for HRTPO staff will be able to research the item properly for the meeting.

Mr. Lassiter respectfully disagreed, stating issues were submitted to staff and were not directly addressed. He noted Norview Avenue as an example and indicated he was comfortable not discussing it now because it was included in the TIP. Chair Harrison replied the original matrix was created at his direction in order to ascertain the top transportation issues.

### **Responsibilities of CTAC Members**

Mr. Lassiter again questioned his role as a CTAC member and quoted from his CTAC Member Selection Letter from March 11, 2010: "Your participation will be invaluable to inform, increase awareness, and engage Hampton Roads' residents..."

He asked why he could not engage the public and discuss transportation issues. Chair Harrison replied that CTAC members were encouraged to engage the community and bring back input to the CTAC meetings to discuss. CTAC members cannot hold public meetings on their own, nor can they act as a representative of the HRTPO Board. Chair Harrison noted that CTAC speaks by way of resolution to the HRTPO Board.

Ms. Fox commented she has encouraged her friends on facebook to discuss transportation issues and has also made note of her volunteer position as a CTAC member.

Mr. Lassiter acknowledged he misunderstood previous conversations held at prior CTAC meetings regarding CTAC members' responsibilities regarding the public.

## **New Business**

### **Mileage Reimbursement for CTAC Members**

Mr. Lassiter asked if CTAC Members could receive mileage reimbursement for their attendance at CTAC meetings. Chair Harrison stated he serves as a non-voting member of the HRTPO Board and to his knowledge, HRTPO Board members are not reimbursed for their attendance at the monthly meetings. Mr. Farmer confirmed Chair Harrison's assumption.

Ms. Miles suggested holding the CTAC meetings via conference call. Chair Harrison reminded the members that according to the approved CTAC Bylaws, meetings must be held in person.

### **Missed Opportunity: Transit and Jobs in Metropolitan America**

Mr. Olekszyk stated The Daily Press ran an article by the Brookings Institute titled "Missed Opportunity: Transit and Jobs in Metropolitan America" that compared transit opportunities in metropolitan areas including job accessibility by public transit within 90 minutes. Hampton Roads fared quite poorly and ranked 96 out of the 100 metropolitan areas.

Mr. Taylor noted he had also read the article and suggested that once HRTPO staff reviewed it thoroughly, CTAC could perhaps discuss it further and draft a resolution to the HRTPO Board to encourage better transit systems for Hampton Roads in the future.

Mr. Farmer provided the link to the Brookings Institute article and stated it could be discussed at the July CTAC meeting.

### **High-Speed Rail**

Mr. Taylor remarked that high-speed rail was a new issue for Hampton Roads; however, it was already being addressed by the Fredericksburg, Richmond, and Northern Virginia MPOs. He referenced the generic line item in the 2034 LRTP regarding high-speed rail and urged HRTPO staff to include it as a separate item for the next LRTP and TIP.

Mr. Olekszyk commented that the state of Florida relinquished \$2 billion in rail funding and asked why Virginia did not apply for any of it. Mr. Farmer stated it was his understanding that the Virginia Department of Rail and Public Transportation (DRPT) felt that the deadline was such that it could not meet the requirements properly, and therefore did not apply for the funding.

Chair Harrison indicated there was a great deal of interest in high-speed rail from the HRTPO Board and noted it was an agenda item on every HRTPO agenda for the past several months. He stated HRTPO staff has rail data for Hampton Roads and information on how

the region hopes to improve its rail opportunities. He suggested including the topic on the July CTAC agenda and perhaps inviting a representative from DRPT to brief the CTAC.

Mr. Openshaw noted that Ms. Thelma Drake, DRPT Director gave an enlightening presentation at the March 17, 2011 HRTPO Board meeting. Chair Harrison recommended CTAC members watch the briefing on YouTube.

### **Adjournment**

With no further business to come before the Citizen Transportation Advisory Committee, the meeting adjourned at 6:22 p.m.

**AGENDA ITEM #6: MISSED OPPORTUNITIES – TRANSIT AND JOBS IN METROPOLITAN AMERICA**

**SUBJECT:**

A review of the Brookings Institution's *Missed Opportunity – Transit and Jobs in Metropolitan America*.

**BACKGROUND:**

At the May 12, 2011 CTAC meeting, a CTAC member referred to a published article in the Daily Press regarding the topic of transit and jobs in metropolitan America. A briefing was requested on this topic.

The Metropolitan Policy Program at the Brookings Institution recently released a report detailing the connection between public transportation and jobs throughout the United States. It is the first such study that details transit coverage and connectivity in the nation's metropolitan areas. The Brookings Institution compared the 100 largest metropolitan areas throughout the nation on three metrics: public transportation coverage, service frequency, and job access.

To access this document, please visit:

[http://www.brookings.edu/reports/2011/0512\\_jobs\\_and\\_transit.aspx](http://www.brookings.edu/reports/2011/0512_jobs_and_transit.aspx)

Mr. Keith Nichols, Senior Transportation Engineer, will brief the CTAC on this item.

**RECOMMENDED ACTION:**

None required; for informational purposes only.

**AGENDA ITEM #7: VIRGINIA DEPARTMENT OF RAIL AND PUBLIC  
TRANSPORTATION: RAIL STATUS REPORT**

**SUBJECT:**

A video of the briefing by the Virginia Department of Rail Public Transportation on Rail.

**BACKGROUND:**

One of the primary areas of activity for DRPT is rail for the Commonwealth of Virginia. DRPT is currently working on several major freight and passenger rail initiatives that increase the efficiency and capacity of Virginia's rail network. CTAC will be shown the rail update video presentation personated by Mr. Kevin Page, DRPT Chief of Rail Transportation at the June 16, 2011 HRTPO Board Meeting.

**RECOMMENDED ACTION:**

None required; for informational purposes only.

**AGENDA ITEM #8: HRTPO/CTAC COMMUNITY DISUSSIONS**

**SUBJECT:**

A discussion of holding public meetings at CTAC meetings.

**BACKGROUND:**

The HRTPO/CTAC has expressed interest in holding community conversations throughout the Hampton Roads Region.

Ms. Kendall Miller, Public Involvement/Community Outreach Administrator, will lead a discussion on holding public meetings at scheduled CTAC meetings.

**RECOMMENDED ACTION:**

For discussion and informational purposes.

## **AGENDA ITEM #9: CTAC MEETING LOCATIONS**

### **SUBJECT:**

A discussion of where to hold future CTAC meetings

### **BACKGROUND:**

CTAC meetings are currently held at HRT, 3400 Victoria Boulevard, Hampton and The Regional Building, 723 Woodlake Avenue, Chesapeake, alternatively. HRTPO's one-year agreement to hold CTAC meetings at HRT has expired.

Ms. Kendall Miller, Public Involvement/Community Outreach Administrator, will lead a discussion on the investigation of alternative meeting locations for CTAC.

### **RECOMMENDED ACTION:**

For discussion and informational purposes.

## **AGENDA ITEM #10: FOR YOUR INFORMATION**

### **A. 2034 LONG RANGE TRANSPORTATION PLAN PUBLIC MEETINGS**

Two public meetings were held for the 2034 Long Range Transportation Plan Air Quality Conformity Findings. The first meeting was held on June 23, 2011 at the Regional Building in Chesapeake. The second meeting was held on June 30, 2011 at the Williamsburg Regional Library Theater.

At the Williamsburg public meeting, Mr. Henry Lewis expressed concern about the manner in which the importance and relevance of the Long Range Transportation Plan was relayed to the public. He urged HRTPO to make a greater effort to adequately relay the impact that each transportation project could have on members of the public.

### **B. HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION MINUTES**

The minutes from the May 19, 2011 HRTPO Board meeting are attached.

Attachment 9-B

# **Hampton Roads Transportation Planning Organization (TPO)**

## **Board Minutes of May 19, 2011**

The Hampton Roads TPO Board Meeting was called to order at 10:33 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

### **HRTPO Voting Members in Attendance:**

Molly Joseph Ward, Vice-Chair (HA)*	Thomas G. Shepperd, Jr. (YK)
Alan P. Krasnoff (CH)*	Delegate John Cosgrove (GA)
Clifton Hayes (Alternate, CH)*	Philip Shucet (HRT)*
McKinley Price (NN)	Eric Stringfield (Alternate, VDOT)
Paul D. Fraim (NO)	Jeff Florin (Alternate, VPA)
Kenneth I. Wright (PO)*	Mark Rickards (WATA)
Clyde Haulman (WM)	

### **HRTPO Nonvoting Members in Attendance:**

William E. Harrell (CH)	Selena Cuffee-Glenn (SU)*
Brenda Garton (GL)	James K. Spore (VB)
Mary Bunting (HA)	Jackson C. Tuttle, II (WM)
W. Douglas Caskey (IW)	James O. McReynolds (YK)
Robert C. Middaugh (JC)	William Harrison (CTAC)*
Neil A. Morgan (NN)	Ivan Rucker (FHWA)
Marcus Jones (NO)	Colonel Glenn Grothe (U.S. Army)
J. Randall Wheeler (PQ)	Joe Howell (Alternate, USN)

### **HRTPO Executive Director:**

Dwight L. Farmer

### **Other Participants:**

Aubrey Layne (CTB)  
Shep Miller (CTB)  
Steve Pittard (DRPT)

### **HRTPO Voting Members Absent:**

William D. Sessoms, Chairman (VB)	Amy Inman (DRPT)
Christian D. Rilee (GL)	Senator John Miller (GA)
Stan D. Clark (IW)	Senator Yvonne B. Miller (GA)
Bruce C. Goodson (JC)	Delegate Glenn Oder (GA)
W. Eugene Hunt (PQ)	Dennis Heuer (VDOT)
Linda T. Johnson (SU)	Jerry Bridges (VPA)

**HRTPO Nonvoting Members Absent:**

Kenneth L. Chandler (PO)  
William Bell (FTAC)  
Jeffrey Breeden (FAA)  
Irene Rico (FHWA)  
Tony Cho (FTA)  
Letitia A. Thompson (FTA)

Wayne Shank (NAA)  
Ken Spirito (PAC)  
Capt. Mark Ogle (USCG)  
Capt. Mary Jackson (USN)  
Randall P. Burdette (VDOA)

\* Late or Early Departure

**Others Recorded Attending:**

John Gergely (Citizen); Earl Sorey (CH); Brian DeProfio (HA); Michael King, Jerri Wilson (NN); Bryan Pennington, Jeff Raliski (NO); Sherry Earley, LJ Hansen, Eric Nielsen (SU); Mark Schnaufer (VB); Carolyn McPherson (Light Rail NOW); Rich Clifton (RK&K); Ellis W. James (Sierra Club Observer); Karen McPherson (Kimley-Horn); Martha Gross (ARUP); Mark Geduldig-Yatrofsky (Portsmouthcitywatch.org); Tracy Baynard (MWC); Peter Huber (Willcox and Savage); Germaine Fleet (Biggs & Fleet); HRTPO and HRPDC Staff: Camelia Ravanbakht, Jessica Banks, John Carlock, Rick Case, Rob Case, Jennifer Coleman, Nancy Collins, Kathlene Grauberger, Greg Grootendorst, Frances Hughey, Jim Hummer, Rob Jacobs, Whitney Katchmark, Michael Kimbrel, Brian Miller, Pavithra Parthasarathi, Joe Paulus, Benito Pérez, Kelli Peterson, Stephanie Shealey, Joe Turner, and Chris Vaigneur.

**Public Comment Period**

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

***Mr. Geduldig-Yatrofsky***

*Good morning, Madam Chair, honorable Commissioners, and fellow citizens. Two things I would like to speak to you about today. One, an incident that occurred in my home town of Portsmouth a couple days ago. The Churchland Bridge which is a major east-west part or major east-west choke point was blocked because of an unfortunate accident that involved a fatality, and the problem was nobody who was not queued up to cross that bridge knew about it beforehand. We need a better way of communicating this kind of incident. I talked to the Chief of Police. He told me that the media was notified, but you know, how they disseminate information is strictly their corporate decision. We have a 511 system; unfortunately, it only applies to roads that are maintained by the state. We need to find a way to disseminate this information so we can stop congestion before it happens, at least for those who are in the immediate vicinity. The second item I would like to draw to your attention is I was unhappy to see that the City of Suffolk has a way of moving its budgetary requirements, was examining the possibility of separating at least a portion of its public transit from the regional system. That to me is the wrong direction to go. When you do that, if you supply your own transit option instead of being part of the regional link, your riders are disconnected from the regional network. Now I know we need to look for efficiencies in public transit. I am in favor of creative ways to find those efficiencies but not at the cost of reducing service. Devolution is not a good idea in public transit. We need a comprehensive network. Thank you very much.*

**Mr. John Gergely**

*Hello everybody. Mr. Farmer graciously spent some time with me a few weeks ago explaining some of the basis behind what is now called Patriots Crossing. I really appreciate his time. I want to thank you for that time, but I must say our conversation didn't really change my opinion to any plan that doesn't add capacity to the Hampton Roads Bridge Tunnel and I will explain why I feel that way. First of all, the Patriots Crossing doesn't add any capacity across Hampton Roads and I don't know how that is going to be sold to the public. All studies performed over ten years have shown adding capacity to the Hampton Roads Bridge Tunnel is the only effective way to relieve congestion across the Hampton Roads Bridge Tunnel and the TPO has ignored these studies for some reason. Every other scheme has been proposed, including the Patriots Crossing, claims reduction to the Hampton Roads Bridge Tunnel by allowing the bridge tunnel to become so congested that traffic will only then divert in desperation and then it will only relieve congestion on the Hampton Roads Bridge Tunnel by a small fraction. Mayor Ward, how will unbearable congestion on the Hampton Roads Bridge Tunnel impact the nice plans you have for Fort Monroe? Can you imagine anyone wanting to reside there, do business, or visit Fort Monroe if they cannot cross Hampton Roads readily, and secondly, there has been no valid cost comparisons that honestly compare the cost and tolls of the two plans. There is a vendor's bid for the Hampton Roads Bridge Tunnel, an unsolicited bid, I think there are several, and an internal TPO estimate for Patriots Crossing, but they aren't comparable really. The Hampton Roads Bridge Tunnel vendor's estimate includes all expense and construction costs. It also includes maintenance service, including maintenance to existing HRBT tunnels and bridges. I don't believe that the TPO Patriots Crossing estimate includes maintenance. It does include tolls for the Hampton Roads Bridge Tunnel but it won't include maintenance for the bridge tunnel which will still be requiring maintenance and I'm not sure if it has maintenance for the Patriots Crossing or not. But then the vendor's HRTB cost includes all construction costs. The Patriots Crossing estimates ignores the cost of I-564 Intermodal Connector which is funded somehow, but it is integral to the Patriots Crossings' design and it also ignores costs to the Craney Island Connector from Craney Island to 1-64 which the VPA has, the Port Authority has agreed to fund, but their money is still Virginia taxpayer money and it should be counted into this total. As for the differences between the estimated tolls on both projects, the Hampton Roads Bridge Tunnel vendor estimate includes debt service for him to make profit which Patriots Crossing one, I don't believe it does. So until there is a true apples to apples comparison, I will not be convinced that Patriots Crossing is the most cost effective plan and we all know that it is not the solution for bridge tunnel congestion. Also, to make any fair comparisons, cost estimates should be made on a minimum, required to add capacity to the Hampton Roads Bridge Tunnel, like a two-lane addition. Wouldn't it be best to expedite construction of at least the minimum two-lane addition to the Hampton Roads Bridge Tunnel and then continue with plans to add more capacity as time goes on because the westbound tunnel is 55 years old now, and no one can predict when it may be determined unsafe to shut down for several years and what will we do then with only two lanes going across Hampton Roads and who will the voters blame? I think you guys. Thank you very much.*

**Commonwealth Transportation Board Member Comment Period**

Mr. Layne stated the Commonwealth Transportation Board (CTB) had its meeting on May 18, 2011 and expressed his gratitude to Mr. Farmer and Ms. Ravanbakht for their attendance. He explained that although VDOT continues to utilize monies for new maintenance contracts, few actual projects have been realized due to the inconsistency of the application of performance regarding maintenance projects. The CTB has asked

VDOT to apply the same performance standards to maintenance projects as is set forth for construction projects.

Mr. Layne commented the Commonwealth of Virginia awarded a transportation resource agreement to the University of Virginia and it will provide opportunities in the region for both the Virginia Modeling, Analysis, and Simulation Center (VMASC) and Old Dominion University.

Mr. Layne noted that several months ago he explained to the HRTPO Board that state-wide corridors are ones the state deems important for allocating not only transportation monies, but also for land use for better coordination in those multi-modal corridors. The CTB has added a corridor in Northern Virginia bringing the total of state-wide corridors to twelve. The added corridor, from Dulles Airport, runs north and south through the state. The vote for this new corridor caused much discussion and CTB members from Hampton Roads voted for its inclusion.

The CTB has requested the Department of Rail and Public Transportation (DRPT) develop a state-wide rail plan due to the impacts of light, conventional, and high-speed rail in Hampton Roads.

(Mayor Krasnoff arrives)

Mr. Miller stated as CTB members, they have responsibilities to the entire state, as well as their districts. He noted that he is designated as an urban-at-large member and does not represent a specific district.

Mayor Fraim asked if new revenue reports had emerged. Mr. Layne replied the fuel tax was three percent higher than the predicted amount. Mayor Fraim asked if the new information would pertain to the current or next year's budget. Mr. Miller replied it will be in the FY 2012 budget.

### **Submitted Public Comments**

Vice-Chair Ward stated there was one submitted public comment in the agenda packet.

### **Approval of the Agenda**

Vice-Chair Ward asked if there were any additions or deletions to the agenda. Hearing none, Mayor Fraim Moved to approve the agenda as written, seconded by Mayor Price. The Motion Carried.

### **Consent Agenda**

Vice-Chair Ward outlined the Consent Agenda as follows:

- Minutes
- FY 2009-2012 Transportation Improvement Program Amendment: Hampton

- FY 2009-2012 Transportation Improvement Program Amendment: Virginia Beach
- FY 2009-2012 Transportation Improvement Program Amendment: York County
- FY 2009-2012 Transportation Improvement Program Amendment: Norfolk
- HRTPO CMAQ/RSTP Project Selection Process: Revised Criteria and Policies

Mr. Farmer stated a request had been submitted to pull Item #11, the HRTPO CMAQ/RSTP Project Selection Process: Revised Criteria and Policies from the Consent Agenda and have it discussed as the first item on the Regular Agenda. Mayor Fraim Moved to approve the Consent Agenda moving item #11 to the Regular Agenda; seconded by Mayor Price. The Motion Carried.

### **HRTPO CMAQ/RSTP Project Selection Process: Revised Criteria and Policies**

Ms. Ravanbakht explained that in response to new CTB rules and lack of funding, the Virginia Department of Transportation (VDOT) requested the HRTPO evaluate its previously established criteria for Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding. She noted the revised CMAQ and RSTP criteria and policies were attached in the agenda packet. She outlined the changes to both the CMAQ and RSTP funding and highlighted the removal of the criterion “RSTP funds will not be used for interstate improvements.” She indicated that when the original policy was established, there was an abundance of transportation money flowing into the area. The majority of the TTAC members decided to remove the criterion in order for the localities to have more flexibility and to be able to close the funding gap on an interstate project phase. The TTAC will continue to evaluate each project on a case by case basis.

Mr. Middaugh asked for the criterion to remain in the RSTP policy, yet change the language to read “RSTP funds will not be used for substantial interstate improvements.” Mr. Farmer stated the change would be appropriate.

Mr. Stringfield explained that VDOT wanted to ensure the localities were able to utilize all RSTP funding. Mr. Farmer believed the new wording would still give the flexibility to the localities; however, he stated if there was a possibility of money being lost, the HRTPO should be alerted.

Mr. Shucet suggested re-wording the language to “Substantial RSTP funds will not be used for interstate improvements.” Mr. Middaugh agreed with Mr. Shucet.

Mr. Shucet Moved to approve the revised CMAQ and RSTP Criteria and Policies with the inclusion of the statement “Substantial RSTP funds will not be used for interstate improvements” and to also approve the project status monitoring plan; seconded by Mayor Haulman. The Motion Carried.

(Ms. Cuffee-Glenn departs)

## **Draft Hampton Roads Transportation Programming Documents**

### **Draft CTB FY 2012-2017 Six Year Improvement Plan (SYIP):**

Mr. Farmer stated the Draft CTB FY 2012-2017 SYIP had been released for public review. The working draft of the SYIP addresses elements of Governor McDonnell's Omnibus Transportation Funding Bill.

He remarked that the funding in the SYIP, which has been extremely low, has hopefully bottomed out in FY 2010 and FY 2011 with measurable and significant increases in the current draft six-year improvement program.

He presented a slide that illustrated a comparison of total funding allocations (all systems) for FY 2011-2016 and FY 2012-2017 for all districts. Mr. Farmer noted that Hampton Roads is receiving 13.8% more in total allocations for the FY 2012-2017 SYIP than it did in the last program. Comparing draft FY 2012 to FY 2011, Hampton Roads will be receiving approximately \$161 million more in total systems funding allocations.

Interstate funding is particularly small with Hampton Roads receiving only \$12.4 million in FY 2012. He indicated the prognosis for interstate funding will remain low. Hampton Roads fared much better with non-interstate funding as the number one recipient in the upfront years.

Mr. Farmer noted that HRTPO staff provides the Board with year by year information which is unique to Hampton Roads as other MPOs do not provide such data.

Mr. Farmer presented a slide depicting a comparison of public transit, rail, and the Dulles Metrorail allocations for the draft FY 2012-2017 and the last three six-year improvement programs.

Mr. Layne asked if the PPTA projects were located in the state-wide figures. Mr. Farmer replied affirmatively and noted that according to the Governor's proposal, Hampton Roads should receive approximately fifty percent of state-wide funding. Mr. Miller commented that fifty percent is a conservative estimate. Mr. Farmer stated that would be good news for the region.

Mr. Miller noticed the ARRA and state-wide figures were mislabeled. Mr. Farmer agreed and indicated the numbers would be corrected. Mr. Miller stated that much of the state-wide \$3.8 billion will be coming back to Hampton Roads assuming the budget holds true. Mr. Farmer replied that even without adding in those state-wide figures, Hampton Roads is in a much better situation than in previous years.

(Mr. Hayes departs)

Mr. Layne remarked the state is still searching for a long-term dedicated funding source. Mr. Farmer stated the federal government has an increasing problem with the lack of transportation funding and it is necessary to search for ways to solve this issue.

Mr. Miller asked if some of the PPTA money would be classified as interstate money when the state-wide projects were disseminated. He then rephrased his comment and stated the interstate figures should increase when the state-wide projects are individualized. Mr. Farmer replied that as VDOT and the CTB release details regarding the projects and figures, HRTPO staff will bring those to the Board.

Mr. Shucet stated it is important for any proposed PPTA project to be signed because the region is seeing dollars lost as projects are contemplated.

**DRAFT FY 2012-2017 Six-Year Improvement Program: DRPT Staff Report**

Mr. Steve Pittard, Chief Financial Officer for the Department of Rail and Public Transportation (DRPT), stated the Draft SYIP consists of a construction program totaling \$10.4 billion in allocations, with \$2.3 billion for DRPT. He explained that DRPT's process to craft its portion of the SYIP involves several years and it begins with planning studies. DRPT has made a concentrated effort over the past couple of years to have all of its transit properties throughout the state develop a transit development plan.

He presented a slide which compared the draft FY 2012-2017 with the past three programs and stated that although it appears that DRPT will receive less funding in FY 2012-2017, it is due to the removal of the Dulles Metrorail Project which is now managed by the Metropolitan Washington Airports Authority. He noted in the last five years both transit and rail have had a significant amount of funding added to their revenue streams.

He commented that DRPT developed the Lynchburg train with Amtrak that travels to Washington D.C. and continues up the Northeast Corridor to Boston. Another train, also in partnership with Amtrak, was initiated at Staples Mills Station in Richmond and will be extended to Norfolk in 2013.

Mr. Pittard outlined the transit programming goals as follows:

- Focus investments on key priorities documented through comprehensive planning efforts.
- Fund projects that are ready to incur expenses in the year for which funds are programmed.
- Maximize federal funds.

Currently in the Draft FY 2012-2017 SYIP, operating funds have increased by \$17.5 million since FY 2010 and the capital program's first priority will be focused on maintenance. The General Assembly has granted DRPT the ability to take some funding off the top of revenues to pay for program management which is capped at three percent.

(Mayor Krasnoff departs)

Mr. Pittard presented a slide that illustrated the public transportation operations funding for the last several years and explained the graph can appear deceiving because there are eligibility requirements set forth by the Code of Virginia, and certain expenditures, primarily bus drivers and mechanics wages and salaries are excluded. The state's

contribution to the public transportation operations funding is a little less than 20 percent. Mr. Pittard acknowledged that ideally, DRPT would hope to see the figure above the 20 percent mark.

(Mayor Wright departs)

Mr. Pittard remarked that there needs to be more stability in the state matching share of public transportation capital funding. It can be confusing for the transit agencies to determine their own budgets and whether they should request new buses or try to utilize their current bus inventory for another year.

He summarized the transit expansion highlights including:

- Forty service expansion buses
- Dulles Corridor Metrorail Extension
- Norfolk Light Rail Transit Project (The Tide) final funding
- Columbia Pike Streetcar PE (Arlington)

Delegate Cosgrove asked for a more detailed explanation regarding the Norfolk Light Rail final funding. Mr. Pittard replied the state committed \$20 million to the project when the construction costs increased from \$238 to \$338 million. Ten million was funded last year and the remaining \$10 million is in the current SYIP utilizing Commonwealth bond funds. Delegate Cosgrove inquired if the bonded funds were approved this year. Mr. Pittard replied the bonds were approved a couple of years ago; however, the issuance of the bonds were approved this year.

Senate Joint Resolution No. 297, introduced by Senator Yvonne Miller, passed in the General Assembly and directs DRPT to study transit-related issues in four categories: performance, prioritization, stability, and allocation. He noted this study is the best transit opportunity outside of obtaining new revenue in the last five years. Ultimately, DRPT is trying to position itself so that in the future, when new revenue sources are available, transit will be viewed in a favorable light and will receive funding.

Mr. Pittard outlined the Rail Enhancement Fund Program Goals as follows:

- Project proposal evaluation
- Benefit-Cost Analysis
- Priority given to projects that are part of the larger initiative to benefit the Commonwealth

The DRPT Draft FY 2012-2017 SYIP includes an unfunded balance of \$110 million for the regional trains that DRPT will be taking over and for the trains that have been initiated by DRPT and a revenue source must be found. The Intercity Passenger Rail Operating and Capital Fund has been established which allows for expenditure on non-capital rail costs without General Assembly earmarks; however, there is no dedicated source of funding.

Mr. Pittard explained the DRPT Draft FY 2012-2017 SYIP has been presented to the CTB and several public hearings have been held. The CTB will take action on it at its June 15, 2011 meeting.

**Draft HRTPO FY 2012-2015 Transportation Improvement Plan (TIP):**

Mr. Kimbrel stated the draft project list for the HRTPO FY 2012-2015 TIP was forwarded to TTAC members for review on February 11, 2011. The public review period for the draft project list ran from February 27 – March 9, 2011. TTAC and the HRTPO Board approved the project list for air quality conformity analysis on March 2, 2011 and March 17, 2011 respectively.

(Vice-Chair Ward departs)

The Draft HRTPO FY 2012-2015 TIP document is based on the approved project list. The TIP document has been overhauled to significantly improve access to project information, including funding allocations, scheduled obligations, and expenditures. The new format will improve the capability of HRTPO staff to monitor the status of projects in Hampton Roads. VDOT and DRPT provided the input project data used to produce the draft TIP. Mr. Kimbrel noted that before any federally funded projects or regionally significant projects can be built in Hampton Roads, they have to be included in a TIP that has been approved by the HRTPO Board.

Mr. Kimbrel stated the HRTPO staff is currently working on the final TIP and it includes 274 projects for a planned obligation of \$114 million. When the final TIP and air quality conformity document is approved by the HRTPO Board, it will be forwarded for approval by the Governor, and included without change, directly or by reference in the Statewide Transportation Improvement Program (STIP). The TIP must be included in the STIP before September 30, 2011 in order to take effect on October 1st, the beginning of the federal fiscal year.

Mr. Rucker expressed his appreciation to HRTPO Staff for including expenditures in the TIP and stated he planned to share it with others in Washington, D.C. Mr. Kimbrel thanked Mr. Rucker for his comments and stated it is the most effective tool for determining the progress of a project.

Mr. Farmer stated VDOT's funding for a future project is referred to as an allocation and not an expenditure. He noted more resources are being utilized towards Mr. Kimbrel and his staff in order to monitor the progress on projects across the region.

Mr. Harris asked if the TIP would be amended to include the Shore Drive replacement project which is on the Governor's proposal plan. Mr. Farmer replied it was his understanding that the Governor's plan could not be accomplished in four or six years. In his opinion, it would require additional funding to complete the projects in the Governor's plan currently in the 2034 LRTP.

Mr. Layne stated the Governor's plan is an illustrative list and the state cannot fund it all; however in addition to suggested future revenue, there is the expectation of cost reductions based on projects coming in under the bid estimate. The cost reductions could be in the \$300 – \$400 million range.

Mr. Farmer commented that Secretary Connaughton indicated the savings could be more substantial with larger projects.

Mr. Shucet cautioned the HRTPO Board with regards to cost savings based on lower bid estimates for projects. He noted the reductions in prices on unit costs should be built into future bids and stated it was not a strategy for revenue.

Mr. Layne agreed and explained there are scarce resources based on the projects across the state. He noted that although Hampton Roads received one billion dollars in the draft FY 2012-2017 SYIP, there is still an estimated \$19 billion worth of current and future transportation needs. Mr. Farmer stated the projects totaling \$19 billion were true needs to cope with congestion.

(Mr. Shucet and Mr. Harrison depart)

### **FY 2012 Unified Planning Work Program (UPWP): Draft Report**

Ms. Ravanbakht explained the UPWP describes the planning activities that the MPO and other agencies in the region will undertake in the next fiscal year. Information pertaining to the planning activities include:

- Description of the work to be performed
- Schedule for completing the work
- Resulting end products
- Who will perform the work
- Proposed funding and source of funds

She stated HRTPO staff begins working with TTAC member localities, VDOT, VPA, and transit agencies each January to start the development of the work program. The first draft was ready by the end of January 2011. A number of comments were received and incorporated into the second UPWP draft which was included in this month's HRTPO Board agenda packet. The final UPWP will be presented to the Board at the June 2011 Board meeting and will include any public comments received from the second draft.

Federal regulations require that the 3-C (continuing, comprehensive, and cooperative) process provide for implementation of eight planning factors which are included in the UPWP.

Ms. Ravanbakht concluded by outlining the FY 2012 planning priorities as:

- Transportation Funding
- Military Transportation Needs
- High-Speed and Intercity Passenger Rail

### **Virginia Department of Rail and Public Transportation Comments and Updates**

Mr. McReynolds stated this agenda item would be postponed until the June meeting because DRPT representative Amy Inman was not in attendance today.

### **HRTPO Board Action Items: Three Month Tentative Schedule**

Mr. McReynolds outlined the three month summary of upcoming action items in the HRTPO agenda, noting the August HRTPO Board meeting was scheduled to be cancelled.

### **Correspondence of Interest**

Mr. McReynolds highlighted the items in the Correspondence of Interest section of the Agenda packet.

### **For Your Information**

Mr. McReynolds noted the items in the For Your Information section of the Agenda packet.

### **Old/New Business**

There was no old/new business.

### **Adjournment**

With no further business to come before the Hampton Roads TPO, the meeting adjourned at 12:04 p.m.

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Molly Joseph Ward  
Vice-Chair

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Dwight L. Farmer  
Executive Director/Secretary

**AGENDA ITEM #11: OLD/NEW BUSINESS**

**AGENDA ITEM #12: ADJOURNMENT**