

CTAC Handout

Hampton Roads Transportation Planning Organization (TPO)

Board Meeting Minutes of December 15, 2010

The Hampton Roads TPO Board Meeting was called to order at 10:41 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTPO Voting Members:

William D. Sessoms, Chairman (VB)
Molly Joseph Ward, Vice-Chair (HA)
Alan P. Krasnoff (CH)
Clifton Hayes (Alternate, CH)
Stan D. Clark (IW)
Bruce C. Goodson (JC)
McKinley Price (NN)
Kenneth I. Wright (PO)
Gordon C. Helsel (PQ)
Linda T. Johnson (SU)

Robert Barclay (Alternate, SU)
Thomas G. Shepperd, Jr. (YK)
Amy Inman (Alternate, DRPT)
Delegate John Cosgrove (GA)*
Delegate Glenn Oder (GA)
Senator John Miller (GA)
Philip Shucet (HRT)
Dennis Heuer (VDOT)
Jeff Florin (Alternate, VPA)
Mark Rickards (WATA)

HRTPO Voting Members Absent:

Christian D. Rilee (GL)
Paul D. Fraim (NO)
Clyde Haulman (WM)

Corey W. Hill (DRPT)
Jerry Bridges (VPA)
Senator Yvonne B. Miller (GA)

HRTPO Nonvoting Members:

William E. Harrell (CH)
Brenda Garton (GL)
Mary Bunting (HA)
W. Douglas Caskey (IW)
Robert C. Middaugh (JC)
Neil A. Morgan (NN)
Stanley Stein (NO)
Kenneth L. Chandler (PO)

J. Randall Wheeler (PQ)
Selena Cuffee-Glenn (SU)
James K. Spore (VB)
Jackson C. Tuttle, II (WM)
James O. McReynolds (YK)
Ivan Rucker (FHWA)
Mark Sciacchitano (Alternate, U.S. Army)
Capt. Mary Jackson (USN)

HRTPO Nonvoting Members Absent:

William Harrison (CTAC)
Jeffrey Breeden (FAA)
Irene Rico (FHWA)
Tony Cho (FTA)
Letitia A. Thompson (FTA)

William Bell (FTAC)
Wayne Shank (NAA)
Ken Spirito (PAC)
Colonel Glenn Grothe (U.S. Army)
Capt. Mark Ogle (USCG)
Randall P. Burdette (VDOA)

*Late arrival or early departure

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Others Recorded Attending:

John Gergely, Henry Ryto (Citizens); Earl Sorey (CH); Keith Cannady (HA); Beverly Walkup (IW); Steven Hicks (JC); Michael King, Jerri Wilson (NN); Jeff Raliski (NO); Sherri Neil (PO); Eric Nielsen (SU); Bob Matthias, Mark Schnauffer (VB); Rose Pruden (Legislative Aide to Senator Yvonne Miller); Lauren Hansen, Eric Stringfield (VDOT); Ray Amoruso (HRT); Aubrey Layne (CTB); David White (VA Maritime Association); Rich Clifton (RK&K); Ellis James (Sierra Club Observer); Debbie Messina (The Virginian Pilot); Peter Huber (Willcox and Savage); Tracy Baynard (McGuire Woods); Scott Lovell (PB); Dana Dickens (HRP); Jim Oliver (HRCCE); Mark Geduldig-Yatrofsky (Portsmouthcitywatch.org); Martha Gross (Virginia Tech); Scott Quigley (HRMFFA); Quentin Kidd (CNU); W. Dewey Hurley (Branscome); Karen McPherson (Kimley-Horn); Joe Howell (Naval Station Norfolk); Germaine Fleet (Biggs & Fleet); HRPDC and HRTPO Staff: Dwight Farmer, Jessica Banks, Sam Belfield, Shernita Bethea, James Clary, Rob Case, Jennifer Coleman, Nancy Collins, Kathlene Grauberger, Greg Grootendorst, Julia Hillegass, Frances Hughey, Jim Hummer, Rob Jacobs, Michael Kimbrel, Mike Long, Brian Miller, Kendall Miller, Keith Nichols, Joe Paulus, Benito Pérez, Kelli Peterson, Andy Pickard, Camelia Ravanbakht, Stephanie Shealey, Dale Stith, Joe Turner, and Chris Vaigneur.

Public Comment Period

Two people requested to address the HRTPO Board. Chairman Sessoms asked them to limit their comments to three minutes.

Mr. John Gergely

Good Morning. My name is John Gergely, Newport News. Last month I talked about several studies on transportation. We have had another study. This one was a presentation at VMASC Center and I guess Chesapeake, but anyhow this study, like other studies, like the one you did ten years ago showed several things. One thing it did show is that the only way to solve the traffic problem on the Hampton Roads Bridge Tunnel is to improve the Hampton Roads Bridge Tunnel. The big question is: are you going to wait another ten years, another decade, or are you going to do something about it now? Thank you very much.

Mr. Jack Horn

Gosh I didn't think I would get right out of the chute here and I have doubled up on my anti-anxiety medication and so far it is not working. My name is Jeff Horn. And I have lived in the region since 1991. And I believe that I bring a perspective to this that certainly I hope you will consider. On 60 Minutes on Sunday there was segment on there with a Brazilian leader and he said he was successful by doing the obvious. I think everyone here should take note. The gas tax is the solution to the beginning of the problem. Perhaps that's not what you are here for today, but that is the obvious. What I would like for anyone in this room is to show me one letter to the editor that advocates tolls. It is my experience that most agencies are myriad in statistics and cannot see the forest for the trees and breathing stagnant air. VDOT says, and this was very recently, give us ideas and think out of the box. I have done that for ten years with no success. I have encountered the attitude of why it won't work, rather than why it will work. I believe you need a fresh look from a different perspective, one who lives the nightmare. I drive or have, I am weaning myself into driver education and driver improvement, but effectively since I have lived here I have driven a tractor-trailer in the region. I believe I am as knowledgeable of this region as perhaps anyone in this room. I have attended numerous

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meetings, and I remember one particular I sat at a table with Senator Wagner and Charles Whitehurst. I got virtually every article written to the letter about this. This is absurd. I have a comprehensive plan and have had for the region for ten years. I firmly believe that if it were implemented ten years ago, that we wouldn't be sitting here today. I hope you have a sense of humor, Mr. Sessoms. I didn't have the luxury of a speech writer, so I am kind of ad libbing here. My strong point is not in building. I don't have the expertise to build a tunnel. But I have the power of observation and analyzing situations, and realizing what is broken and offer suggestions. I do not criticize. (Chairman Sessoms: Sir we are going to have to cut you off – you have run out of time. I appreciate your comments.) That's it? (Chairman Sessoms: That's it.)

Submitted Public Comments

Chairman Sessoms stated there was one written public comment in the agenda packet.

Consent Agenda

Chairman Sessoms outlined the Consent Agenda as follows:

- Minutes
- FY 2009-2012 Transportation Improvement Program Amendment: Suffolk
- FY 2009-2012 Transportation Improvement Program Revision: Hampton Roads Transit
- 2030 Long Range Transportation Plan (LRTP) Amendment: James City County

Mr. Heuer requested to have a separate vote on the 2030 LRTP amendment. Mr. Heuer Moved to approve the Consent Agenda with the exclusion of the 2030 LRTP amendment; seconded by Mayor Johnson. The Motion Carried.

Mr. Heuer asked if item 8, the addition of James City County's Skiffes Creek project, would be a stand-alone addition to the 2030 LRTP or included with the Route 60 project already in the LRTP. Mr. Goodson stated James City County hopes to include the Skiffes Creek to the 2030 LRTP because the project may have the opportunity to have a PPTA on it which would allow the National Environmental Policy Act (NEPA) process to begin. He noted it could be included as a stand-alone project.

Mr. Goodson Moved to include James City County's Skiffes Creek project to the 2030 LRTP as a stand-alone project; seconded by Mr. Florin. The Motion Carried.

High Speed and Intercity Passenger Rail Task Force: Board Membership

The Hampton Roads High-Speed and Intercity Passenger Rail Preliminary Vision Plan Phase 1B is currently underway and there has been discussion regarding the potential need to engage HRTPO Board members on the Task Force. At present, the Task Force is comprised of senior staff members from local government, state agencies, transit operators, and railroads. Chairman Sessoms asked for volunteers to serve on the Task Force.

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Mr. McReynolds nominated Mr. Tuttle to serve on the Task Force. Mr. Tuttle accepted the nomination. Chairman Sessoms stated he planned to ask Mayor Fraim to serve on the Task Force.

Delegate Oder asked if the HRTPO currently had a rail task force. Mr. Farmer replied affirmatively and stated that due to the importance of obtaining high-speed rail in Hampton Roads, the Task Force will now include HRTPO Board members.

Mr. Heuer requested there be equal representation from both the Southside and Peninsula.

Mr. Shepperd volunteered to serve on the Task Force.

Prioritization of Transportation Projects: Project Evaluation and Scoring – Final Report

Mr. Farmer stated HRTPO staff has worked extensively to gather the needed data to support the evaluation and scoring of projects, with the draft results presented to the HRTPO Board during its November 17, 2010 meeting. He indicated the recommended action is the approval of the final report in order to officially distribute this public document. After report approval, the HRTPO Board would have a policy level discussion regarding prioritization during the February HRTPO Retreat. Mr. Farmer noted he had received tentative approval from Mr. Mike Robinson, Project Manager of the Virginia Modeling, Analysis, and Simulation Center (VMASC) regarding its work on prioritization and attend the February retreat to explain the difference between the two analyses.

Ms. Ravanbakht reported that in July 2009, the HRTPO Board directed staff to develop a prioritization tool, and with the assistance from the Virginia Department of Transportation (VDOT) and locality staff, the tool's project utility, project viability, and economic vitality components were conceived. Staff collected data and applied the prioritization tool to approximately 150 candidate projects for the 2034 LRTP. The initial results of the draft report were presented to the Board last month, and since that time, staff made minor modifications to the report.

She outlined the report contents as follows:

- Scores for all candidate projects
- One-page project snapshots
- Dot maps of trip locations
- Glossary of evaluation criterion
- Glossary of acronyms

She noted that all the input data was included in a separate enclosure report, Appendix E, and was distributed to Board members along with the final report.

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Ms. Ravanbakht explained there were two modifications to the final report. Per Mayor Fraim's request, staff evaluated a new combination of the Third Crossing Project, the East-West Connector between I-564 and I-664 with the Craney Island Connector attached. Per Mr. Heuer's request, staff separated the Intermodal Connector and Air Terminal Interchange project and it is now two separate stand-alone projects.

She stated the Transportation Technical Advisory Committee (TTAC) was briefed on the final report at its December 1st meeting and it approved the final draft. On December 8th, the Freight Transportation Advisory Committee (FTAC) was also briefed and has recommendations as the Board begins the actual prioritization of projects. FTAC suggested a system of infrastructure improvements be considered as opposed to stand-alone projects, and specifically systems that can be broken down into doable parts. Finally, the Citizen Transportation Advisory Committee (CTAC) will be given a presentation at its January 13th meeting regarding the final prioritization report.

Staff has been proactive in terms of public outreach for the prioritization report. Ms. Ravanbakht stated staff has been working with fifth grade students from Thoroughgood Elementary School in Virginia Beach on a Transportation "Box City". The project was presented to a gathering of over 250 people consisting of parents, teachers, and students. She indicated there are two town hall meetings planned for the month of February on the Southside and Peninsula. Staff has given interviews regarding the LRTP with WHRE and those will be aired during the month of January. A number of public notices will be transmitted through the HRTPO regional blog, Facebook, the TPO Crossing blogs, and several email blasts to the Regional Chamber of Commerce.

Ms. Ravanbakht indicated that during the month of February, the HRTPO Board will be initiating the project prioritization process. June 2011 is the deadline to incorporate the list of financially constrained projects into the 2034 LRTP.

Mr. Florin expressed FTAC's concern regarding the consistency and objectivity with how the data was inputted into the tool.

Delegate Oder requested clarification regarding the additional Third Crossing Project as to whether it was included in the final report. Ms. Ravanbakht replied it was included in the final report per the request of Mayor Fraim. Delegate Oder asked if the Record of Decision would need to be updated because of the additional Third Crossing project. Ms. Ravanbakht replied the Federal Highway Administration (FHWA) stated it was still valid.

Mr. Shepperd expressed his appreciation to staff regarding the work involved in the prioritization tool. He asked how the General Assembly HRTPO Board members would utilize the prioritization report developed by the HRTPO to bring transportation relief to Hampton Roads. Delegate Oder stated the prioritization process is a quantum leap forward for the HRTPO to benefit itself in showing solidarity behind its most needed projects. He noted that in anticipation of this process, he submitted a bill last year to require the State Department of Transportation to accept for review a Public-Private Transportation Act (PPTA) proposal on the Hampton Roads Bridge Tunnel. Soon after, a PPTA was submitted

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on the HRBT and the proposed tolls are high because the proposal does not anticipate public funding. Delegate Oder acknowledged the need to find public money to fund projects. He stated the HRTPO prioritization process is the first step needed to come together as a region to define the area's priorities.

Chairman Sessoms commented the HRTPO Board has made tremendous strides; however, the Board still has tough decisions pertaining to the prioritization of projects in the coming months. He stated he met with Governor McDonnell recently and is optimistic regarding the progress of transportation projects. It is his belief that tolls will be a main component of any future projects. He believed it was the HRTPO's responsibility to send a clear statement for regional support to the General Assembly.

Delegate Oder thanked Chairman Sessoms for his comments and indicated it is time for the region to support projects that will benefit the area. He noted he will support whatever project the HRTPO deems as the top priority for the region. He expressed his concern regarding the "ring of fire" illustration that was circulated through the media depicting the area's main roadways with accompanying tolls because it divides the communities and instills public fear.

Mayor Krasnoff asked if the Board could render its prioritization decision before the May 2011 Commonwealth Transportation Board (CTB) meeting when it will vote on the six-year improvement plan. Mr. Farmer replied it would be his recommendation to discuss the project prioritization at the February retreat and present the final list at the March 2011 HRTPO Board meeting.

Mayor Krasnoff expressed his appreciation and stated it was important for the HRTPO Board and its committees to present a united front. He noted there was a motion at the December 1st TTAC meeting to delay the prioritization process and asked the Board members to continue its message to the various levels of locality staff and committees. He asked for the final tally of the TTAC motion to delay the prioritization process. Ms. Ravanbakht replied the vote was twenty-two voting in opposition of a delay and seven votes in favor of the delay.

Senator John Miller stated he hoped Hampton Roads was not setting itself up for numerous road tolls. He noted this was not the case in Northern Virginia and believed Hampton Roads should fight for some of that funding. Chairman Sessoms agreed with Senator John Miller.

Senator John Miller commented that until a dedicated, sustainable, and realistic source of revenue is found to help pay for new roads, there is not a lot that can be done.

Mr. Shucet stated the "ring of fire" illustration was a ridiculous waste of resources for whoever created it. He noted that since Fiscal year 2002, \$4.7 billion of transportation funds have flowed through the Hampton Roads region and the area has not taken the proper actions to best utilize the funds. With the prioritization report, the HRTPO is making progress in its efforts regarding the transportation issues in Hampton Roads.

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Mr. Shucet Moved to approve the Prioritization of Transportation Projects: Project Evaluation and Scoring – Final Report; seconded by Delegate Oder. The Motion Carried.

Value Pricing Program: Research and Applicability

Mr. Farmer stated a request had been received to evaluate value pricing as a near-term solution for traffic congestion. He noted it can be effective, but could be a difficult political challenge to impose tolls and surcharges during peak hours.

Ms. Ravanbakht explained that value pricing is a transportation demand management tool that can assist in reducing traffic congestion, specifically during peak congestion times. Optional fees are implemented to encourage travelers to shift their trips to off-peak times, less congested facilities, or to an alternative mode if available. Value pricing is currently used in both the airline and subway sectors of travel.

The FHWA has initiated a value pricing pilot program which provides funding to support studies and to implement aspects of the pricing project. The Commonwealth of Virginia has one of fifteen slots allotted by the FHWA to implement projects. The intended benefits of the program include:

- reduce congestion
- enhance efficiency of the transportation system
- promote state and local efforts to test and implement innovative prices approaches

Ms. Ravanbakht summarized several value pricing projects already in use in the United States, including the South Florida I-95 Express Project, the High Occupancy Toll (HOT) lanes on I-95 in Miami, the Illinois Tollway, and the HOT lanes on I-394 in Minneapolis. In Virginia, the National Capital Region Transportation Planning Board initiated a study evaluating a regional network of value priced lanes. In Northern Virginia, four new lanes on I-495 are under construction and will utilize value pricing during peak travel times.

Ms. Ravanbakht stated that VDOT completed a study that focused mainly on educating the public regarding the value pricing system. VDOT recognized that an effective public outreach component would be integral to successfully implementing pricing. VDOT concluded that of the five keys to success for HOT lanes, Hampton Roads only met one of criterion.

She commented that in 2003, the Cities of Norfolk and Portsmouth requested the HRTPO examine short-term traffic management strategies to relieve congestion at the Downtown Tunnel. One of the findings from this study was that five percent of the public would alter their vehicle traffic travel behavior. She stated the implementation of Value Pricing would cost the consumer a fraction of the amount that the construction of a new facility would cost to build. She noted the public is put off by the prospect of tolls and the usage of toll booths; however, the E-ZPass electronic toll lanes have eliminated the need to stop or slow down for traditional toll booths. In conclusion, Ms. Ravanbakht stated there are many transportation and environmental benefits to value pricing.

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Mr. Tuttle expressed his appreciation to staff for underscoring the significance of value pricing. He stated the people in Hampton Roads experience the high cost of free crossings every day and value pricing needs to be part of the future solution.

Mr. Shucet commented that value pricing is a component of the Midtown Tunnel PPTA and would most likely be a part of a PPTA proposal for any major project in Hampton Roads.

Mayor Ward stated that tolls change behavior and as the HRTPO moves forward with the prioritization process, consideration must be given to how tolling will change the needs of a project in terms of capacity. It will be at least fifteen years before any road of significance is built and value pricing is a potential vehicle for changing behavior, capacity, and expectations before any solid relief is in sight.

Mr. Florin commented that Hampton Roads needs to be careful as it develops a system of tolls so as not to unintentionally hinder the commerce industry.

Senator John Miller asked if the five to seven percent behavioral change seen in the value pricing studies was typical. Ms. Ravanbakht replied it was typical; however, staff could investigate by reviewing more studies, if necessary.

Mr. Shucet noted the HRTPO Board should view value pricing in terms of how many people would be willing to pay for the ability to use a less-congested interstate as opposed to how many people would not use the facility.

Christopher Newport University Focus Groups: Recommendations

Mr. Farmer introduced Dr. Quentin Kidd of Christopher Newport University to present the recommendations from the results of the focus groups conducted in March 2010.

Dr. Kidd explained the purpose of conducting the focus groups was to disaggregate some of the nuances from public opinion survey regarding pessimism pertaining to transportation in Hampton Roads. He outlined the conclusions of the focus groups as follows:

- Traffic is bad, getting worse, and there is little hope that it will improve.
- Awareness of regional efforts to deal with transportation is low.
- Knowledge of true transportation costs is extremely low.
- Trust in regional and state leaders is low. The public perceives bickering and there is no support for tax increases.
- Bottom Line: Lack of information, lack of access to discussion equals lack of trust and frustration.

Dr. Kidd indicated the solution to the transportation issues must begin in Hampton Roads and one of the missing elements is that of citizen involvement. Citizens should be allowed to participate in the transportation discussion because the public will ultimately pay for any solution brought forth.

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(Delegate Cosgrove departs)

Dr. Kidd stated his recommendation would be to initiate a twelve to eighteen month program that would begin to involve the public in a conversation regarding regional transportation, the role of the public in the development of a regional transportation plan, and how to fund it. The program, Community Choices Conversations on Transportation, involves three components:

- Small group, structured conversations on transportation, led by trained volunteers, with clear definitions of roles and responsibilities of participants.
- Include outreach to the traditionally underserved communities.
- Groups consider the merits of a range of alternatives and tradeoffs on transportation and recommend the best possible choices.

The definitive objectives would be to engage citizens in dialogue concerning transportation policy and key transportation issues and to educate the public regarding the transportation planning process.

Dr. Kidd explained that after completing several of these community conversations, hundreds of citizens will have shared their insights and gained knowledge from others pertaining to transportation in Hampton Roads. He noted that to accomplish the sought after goals, tracking studies must also be completed. The public's views, and how they may change during the course of the community conversations, should be analyzed and reported to the communities.

Dr. Kidd stated that social capital pertaining to transportation needs to be developed in order to come together as a region to begin to find a solution to the transportation issues.

Mr. Shepperd asked if the focus groups concentrated their discussions solely on tax increases. Dr. Kidd replied the discussions in the focus groups revolved around open-ended questions where the participants were able to confer about a number issues and solutions.

Mr. Shepperd believes the public is aware of the problem and views the solution lies within the prioritization process and making the General Assembly aware of the approved list of projects in order to facilitate progress.

Mr. Goodson Moved to approve HRTPO Resolution 2010-12 supporting CNU's recommended strategies to inform and engage the residents of Hampton Roads in transportation planning and programming activities; seconded by Mr. Clark. The Motion Carried.

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VDOT Performance Audit Action Plan

Mr. Heuer stated Governor McDonnell requested a performance audit of VDOT and the audit, conducted by Cherry, Bekaert and Holland, identified over fifty recommendations that potentially may accelerate the planning and delivery of over \$1 billion in maintenance and construction projects. Below are the six audit recommendations related to transportation:

- Obligate federal funds earlier during the year.
- Improve project monitoring of inactive projects (\$130 million on average).
- Improve monitoring of safety and regional projects.
- Obtain approval from FHWA to use toll credits (over \$400 million in credits).
- Eliminate the federal revenue reserve to allow better leveraging of existing resources (\$524 million).
- Revise reserve cash and funding policies to reduce from a five and a half month reserve to a 60 day reserve (\$200 million).

In response to these findings, VDOT has begun to implement the following actions:

- Advertise/award \$800 to \$900 million of maintenance and construction contracts from June 2010 to December 31, 2010.
- Advertise/award 261 projects totaling \$471 million dollars from January 1, 2011 through June 30, 2011. These projects are included in the Six-Year Improvement Program.
- Direct staff to develop \$450 million of paving and maintenance related projects.
- Improve the process of obligating federal funds.
- Obtain FHWA's approval to use over \$400 million in toll credits.
- Revise the Six-Year Improvement Program to add back the \$524 million of federal reserves.
- Annually recommend to the CTB that \$60 million of funding be dedicated for preliminary engineering to support a construction program of \$700 to \$800 million a year.
- Aggressively work with localities and Metropolitan Planning Organizations to advance locally administered projects and safety related projects, using federal funds.
- Utilize \$200 million of the construction cash balance to advance projects in the Six-Year Improvement Program.
- Aggressively monitor construction projects financed with federal funds and move unused balances, which could average \$130 million in FY 2011, to active projects so that the funds can be used.
- Continue to implement staff changes to improve the management team.

Chairman Sessoms indicated there was a resolution included in the agenda packet which urged the Secretary of Transportation and the Commonwealth Transportation Board to allocate an equitable share of the newfound funds to critically needed transportation

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projects in Hampton Roads. Mr. Clark Moved to approve HRTPO Resolution 2010-13; seconded by Mr. Florin. The Motion Carried.

Downtown Tunnel Panel Ceiling Removal Project: VDOT

Mr. Heuer reported that VDOT will be practicing proactive maintenance in the Downtown Tunnel in February and March 2011 to address the tunnel ceiling tile life cycle. The ceiling is composed of three rows of suspended panels and 3,000 tiles weighing 750 pounds each must be removed. The task will require a ten-day closure of the westbound tube of the Downtown Tunnel.

VDOT staff studied nine tunnel closure options, consulted HRTPO and locality staff, accounted for the Jordan Bridge closure and the Gilmerton Bridge lane reduction, and ran various scenarios through the regional model to determine the best alternative. Mr. Heuer stated the data output suggested that bi-directional traffic of the eastbound tube for the ten-day closure was the best engineering solution; however, Mr. Heuer chose the option which closed the westbound tube for five to six weekends from 7:00 p.m. – 5:00 a.m. He noted that this option was preferred by the localities.

HRTPO Board Action Items: Three Month Tentative Schedule

Mr. Farmer stated the HRTPO Board Members would now receive a brief three month summary of upcoming action items one week before the distribution of the monthly HRTPO agenda.

Correspondence of Interest

Chairman Sessoms highlighted the items in the Correspondence of Interest section of the Agenda packet.

For Your Information

Chairman Sessoms noted the items in the For Your Information section of the Agenda packet.

Old/New Business

Mayor Krasnoff announced that the Cities of Chesapeake and Portsmouth will hold a pile driving ceremony for the new Jordan Bridge at 10:00 a.m. on December 16, 2010. He thanked the HRTPO Board Members of the Virginia Legislature, as this project was initiated by the General Assembly. Mayor Krasnoff stated the Jordan Bridge should be open in the Spring of 2012.

Delegate Oder asked to change the language in the approved HRTPO Resolution 2011-13 to ask the CTB for specific funds for the Midtown Tunnel.

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Mayor Krasnoff expressed his appreciation for Delegate Oder's comments; however, he stated the resolution should include language requesting funding for the top five priority projects. Chairman Sessoms replied that Mr. Shucet's earlier motion only approved the prioritization report and did not include any mention of a listing of the top priority projects.

Mr. Morgan stated the prioritization of the specific projects will be discussed at the February retreat. Chairman Sessoms agreed, and HRTPO Resolution 2010-13 remained as approved.

Mr. Florin announced that the Port had completed work on the Median Rail Route 164 and the first train would roll in one week.

Delegate Oder noted that the General Assembly members would be absent from the HRTPO Board meetings in January and February 2011 due to their commitments in Richmond. He asked if it was permissible to have someone at the table in their absence with the ability to proxy vote. Chairman Sessoms stated that it would be permitted for someone to sit in on the meeting for the delegates; however, such person would not have the ability to vote.

Adjournment

With no further business to come before the Hampton Roads TPO, the meeting adjourned at 12:10 p.m.

William D. Sessoms, Jr.
Chairman

Dwight L. Farmer
Executive Director/Secretary